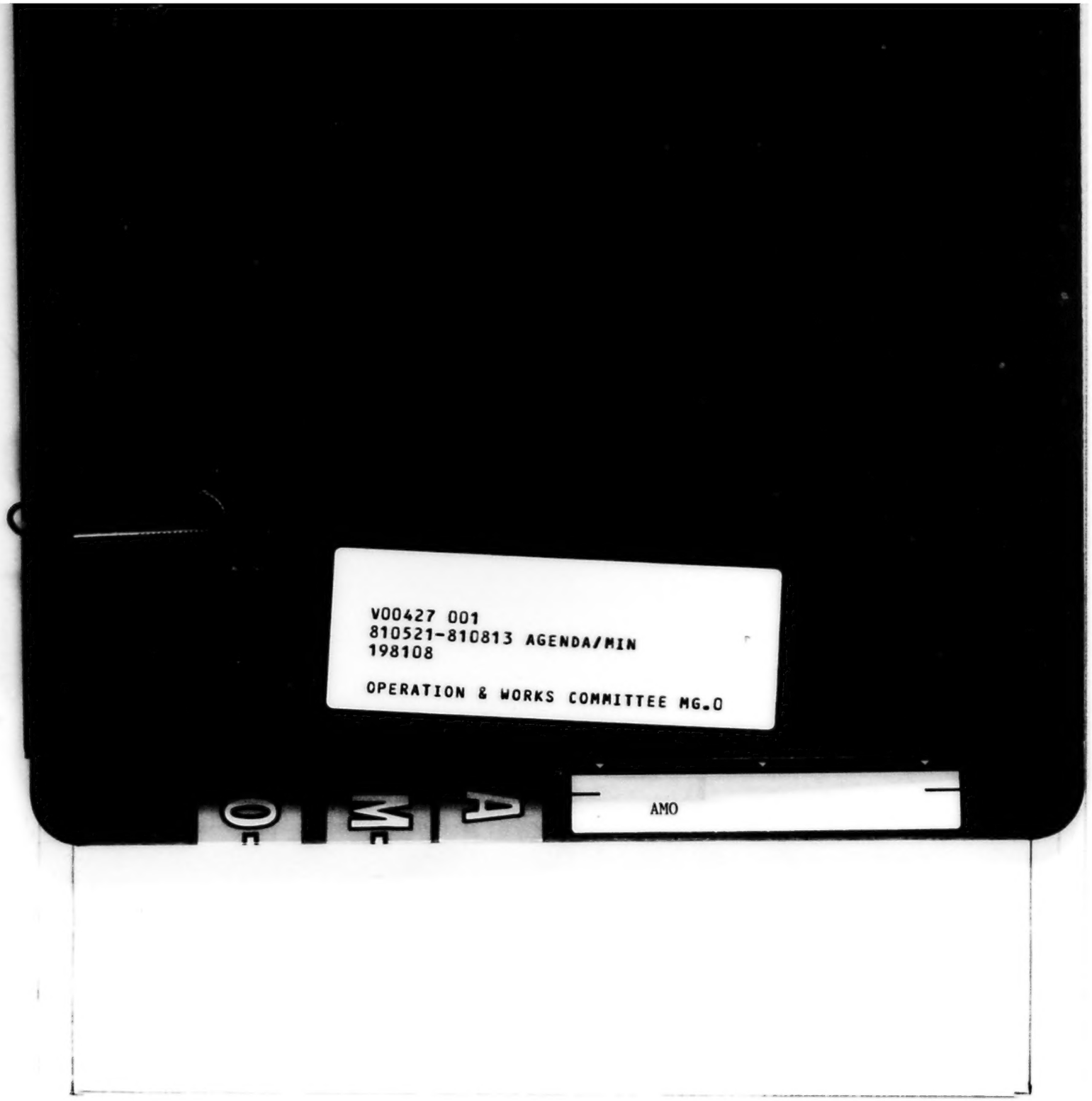
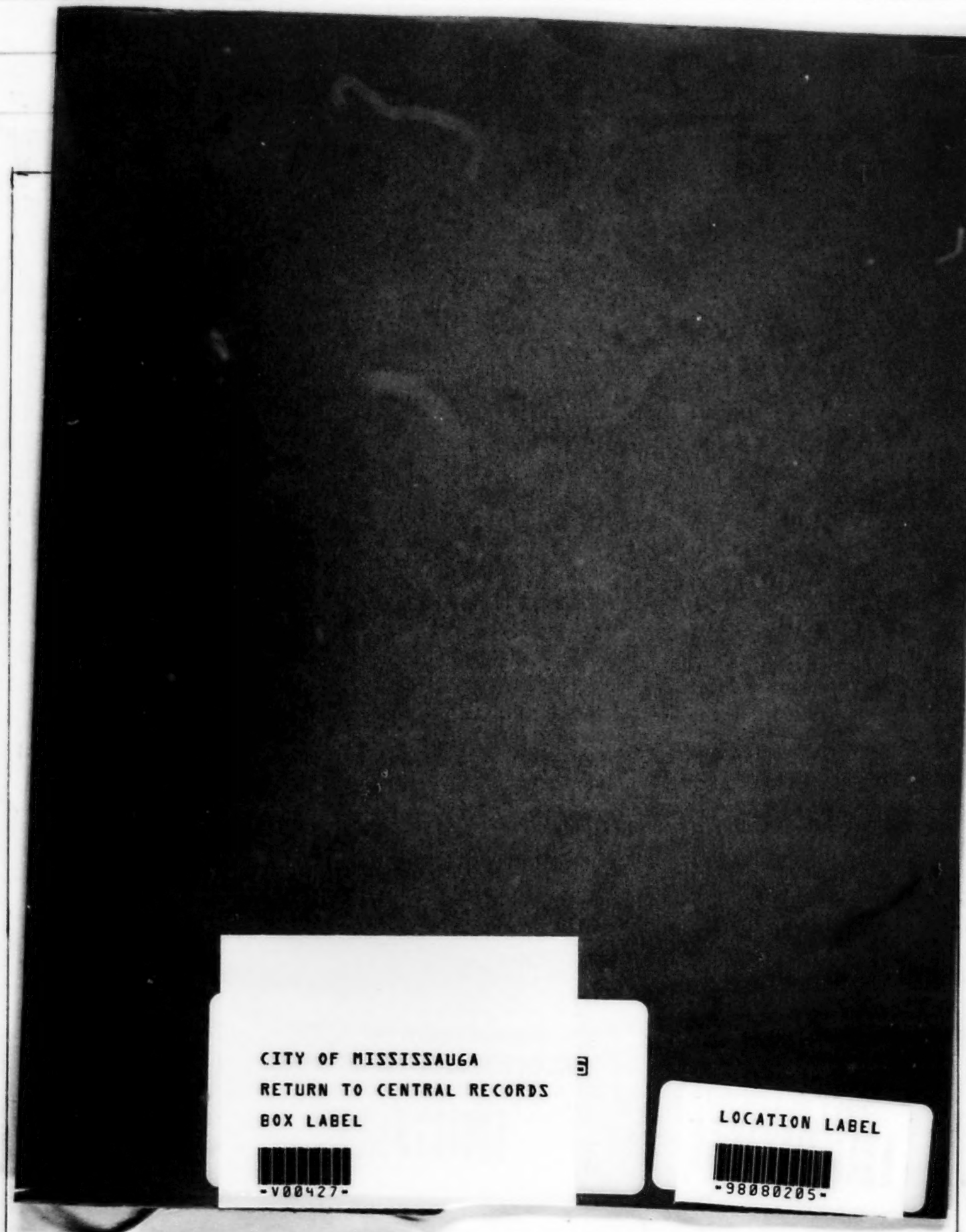

V00427 001
810521-810813 AGENDA/MIN
198108
OPERATION & WORKS COMMITTEE MG.O
AMO


CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL
-V00427-
LOCATION LABEL
-9808205-

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, MAY 21, 1981 AT 9:30 A.M.

COUNCIL CHAMBERS

MEMBERS: Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland

PREPARED BY: Clerk's Department
DATE: May 15, 1981

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, MAY 21, 1981

ITEM #	FILE #	SUBJECT
1.	F.04.07	Cable T.V. Administrative Engineering Fees
2.	F.05.03.02	Sidewalk Snowplowing and Sanding Priorities
3.	B.04.01	Design Standards and Servicing Policy for Multi-Family and Condominium Developments
4.	B.06.206.02	Emergency Access Road to the North End of Shawanaga Trail - Manors of Sherwood Subdivision - T-20729
5.	F.06.04.05	Unnecessary STOP Signs in the City of Mississauga
6.	B.02.01	Draft City of Mississauga Engineering Agreement
7.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, MAY 21, 1981
COUNCIL CHAMBERS AT 9:30 A.M.

MATTERS FOR CONSIDERATION

1. Report dated March 10, 1981, from the Commissioner of Engineering and Works, regarding Cable T.V. Administrative Engineering Fees. Mr. Taylor advises that under By-law 10353, enacted and passed by Council on March 26, 1973, being a by-law to authorize and regulate the erection and maintenance of facilities for the purpose of transmitting electrical or electric impulses, signals, and messages, an annual Administrative fee of $100.00 per cable company has been charged since 1973. At that time, there were 6 Cable T.V. firms operating, and this resulted in a yearly revenue of $600.00. Since that time, various takeovers and purchases of the operating companies have occurred and at present, there is only one Cable T.V. Company - Maclean-Hunter - in the field. These amalgamations have resulted in the loss of $500.00 in annual revenue as all applications are now channeled through one agency. Mr. Taylor recommends that By-law 10353 be repealed, and that a new by-law be enacted requiring an annual Administrative Engineering Fee of $1,400.00. This amount will equalize payment for the number of applications which have been processed for a steadily declining number of companies, and also provide a realistic charge for services required in the future. Mr. Taylor suggests that this fee be reviewed again in 1986. Mr. Taylor recommends:

   (a) That a by-law be passed to repeal By-law 10353 and to require an annual Administrative Engineering Fee of $1,400.00 for Cable T.V. Companies operating in the City of Mississauga.

   (b) That the Administrative Engineering Fee of $1,400.00, as authorized in this by-law, be reviewed in 1986.

   This item was deferred from the last meeting of the Public Works Committee on April 16, 1981.

   Also attached is a report dated May 14, 1981, from Mr. W. P. Taylor, in which he advises that an error was made in the previous report dated March 10, 1981. The revised report states that there are still two companies operating in the City of Mississauga. The recommendations in the March 10, 1981, report from Mr. Taylor should be amended to read as follows:

   (a) That a by-law be passed to repeal By-law 10353 and to require a fee for annual administrative engineering of $700.00 for Cable TV Companies operating within the City of Mississauga.

ITEM 1 CONTINUED...

(b) That the administrative engineering fee of $700.00 as authorized in this by-law be reviewed in 1986.

File: F.04.07

RECOMMEND ADOPTION

2. Council, at its meeting on April 13, 1981, adopted the following recommendation of the Public Works Committee Report of March 19, 1981:

(a) That Mr. A. McDonald, Director of Maintenance Engineering, be requested to prepare a sidewalk snowplowing and sanding priority map to be posted in a suitable location at City Hall, and that the Mayor and Members of Council and Committee Members review this map to ascertain if there are any problem areas in their wards concerning snowplowing.

(b) That Mr. A. McDonald, Director of Maintenance Engineering, be requested to send a memorandum to the Mayor and Members of Council advising them to forward their comments regarding sidewalk snowplowing and sanding priorities to the City Clerk, for inclusion on the Public Works Committee agenda for consideration at its meeting on April 26, 1981.

(c) That the Commissioner of Recreation and Parks be requested to prepare a map for display at the next meeting of the Public Works Committee on April 16, 1981, outlining the walkways in the City of Mississauga which fall under his jurisdiction and which he is responsible for snowplowing and sanding, and that he also prepare a report regarding the criteria for determining the level of service.

(d) That any amendments to the Sidewalk Sanding and Plowing Policy be considered by the Public Works Committee prior to being implemented.

Attached to the agenda is a memorandum dated April 6, 1981, from Mr. W. P. Taylor, Commissioner of Engineering and Works to Councillor D. Culham in which he advises that a sidewalk snowplowing and sanding priority map was posted in the Councillors Lounge in order that members of Council could review the map and submit their comments to the City Clerk for consideration by the Committee at this meeting. Also attached to the agenda is a copy of a memorandum dated April 8, 1981, from Councillor Taylor to Mr. W. P. Taylor and Councillor Culham, setting out his comments regarding the sidewalk snowplowing and sanding policy priorities in Ward 4, along

ITEM 2 CONTINUED...

with a report dated April 10, 1981, from the Commissioner of Recreation and Parks, regarding Park Snow Removal and Sanding Policy. This item was considered by the Public Works Committee at its meeting on April 16, 1981, at which time the following recommendation was made, and subsequently referred to the May 21st Committee meeting for further consideration:

(a) That the Commissioner of Engineering and Works provide Members of Council and Committee Members with copies of the maps regarding the sanding and plowing of sidewalks in the City of Mississauga, prepared by the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks, respectively, in order that they can submit further comments to the next meeting of the Public Works Committee prior to its next meeting scheduled for May 21, 1981.

(b) That the report dated April 10, 1981, from the Commissioner of Recreation and Parks, be received, and referred to the next meeting of the Public Works Committee scheduled for May 21, 1981, for further consideration.

(c) That the policy regarding Sidewalk Sanding and Plowing in the City of Mississauga be finalized at the next meeting of the Public Works Committee scheduled for May 21, 1981.

(d) That any amendments to the Sidewalk Sanding and Plowing Policy be considered by the Public Works Committee prior to being implemented.

This recommendation was adopted by Council on May 11, 1981.

As a result of the above recommendation, Councillor Southorn submitted his comments to Mr. W. P. Taylor in this regard.

File: F.05.03.02

DIRECTION REQUIRED

3. At the meeting of the Public Works Committee on April 16, 1981, the Commissioner of Engineering and Works, advised the Committee that he would be preparing the construction standards required for servicing condominium developments in the City of Mississauga to be considered by the Committee at its meeting on May 21, 1981. In this regard, attached is a report dated April 30, 1981, from Mr. W. P. Taylor, regarding design standards and servicing policy for multi-family and condominium developments. Mr. Taylor advises that these standards were prepared in 1976 as an attempt to lay down certain general requirements for the construction of roads,

ITEM 3 CONTINUED...

services, streetlighting and utilities, which would provide for an acceptable facility which the people have to maintain and not the Corporation. These requirements were incorporated into the standard Subdivision Requirements Manual for distribution to all Consulting Engineers. Mr. Taylor further advises that these requirements were also intended to assist the Building Department in arriving at some reasonable form of guidelines for the work to be done on private property. Mr. Taylor recommends:

"That the requirements for multi-family and condominium developments, as outlined in his report of April 30, 1981, be approved."

File: B.04.01

RECOMMEND ADOPTION

4. Report dated May 15, 1981, from the Commissioner of Engineering and Works, regarding the emergency access road to the north end of Shawanaga Trail - Manors of Sherwood Subdivision - T-20729. This report was prepared in response to a request received by the Engineering Department from Mr. R. G. Peckover of 2315 Shawanaga Trail, to have the emergency access from Shawanaga Trail to the Blythe Road road allowance deleted. Mr. Taylor advises that Engineering staff have reviewed this matter with the Fire Department, who originally requested this condition be imposed on the plan of subdivision, and thay have indicated in a memorandum dated April 15, 1981, from Mr. G. Bentley, Fire Chief, (copy attached) that they have no objections to the removal of the partial emergency access now provided between Lots 32 and 33 if it is felt to be in the best interests of the residents affected. Mr. Taylor further advises that Engineering staff cannot see any benefit of this temporary access route, especially if the adjoining property owners are concerned with respect to same. In addition, Mr. Taylor points out that Engineering staff cannot see any need for requiring the developer to construct the access road, as required in the subdivision agreement, across the Hydro property and the unopened Blythe Road road allowance to Mississauga Road. Mr. Taylor further points out that the following recommendations do not include disposing of the walkway block to the adjacent property owners, however, the Committee may wish to consider selling this property through the City's Property Agent in the usual manner subject to the retention of an easement in favour

ITEM 4 CONTINUED...

of the Region of Peel to cover the existing watermain. Mr. Taylor recommends:

(a) That the Developer of Plan M-206, Manors of Sherwood Subdivision - T-20729, not be required to constuct an emergency access route from Block 'C' across the Hydro right-of-way and on the Blythe Road road allowance.

(b) That the existing concrete walk on Block 'C',Plan M-206, be removed, at the developer's expense, in lieu of deleting the requirement to construct this walkway.

(c) That the walkway block be sodded by the developer, at his expense.

(d) That the chainlink fence and planting required for the northerly lot lines of Lots 32 and 33 be extended by the developer, at his expense, across the northerly limit of Block 'C' to prevent any motorized vehiches from using this Block.

File: B.06.206.02

RECOMMEND ADOPTION

5. Report dated May 7 1981, from the Commissioner of Engineering and Works, regarding unnecessary stop signs in the City of Mississauga. This report was prepared in response to a deputation made by Mr. D. Hoerz at Council on March 30, 1981, and a letter dated March 11, 1981, from Mr. W. Marshall of 3337 Queen Frederica Drive, Mississauga, a copy of which is attached. Mr. Marshall's letter was considered by Council at its meeting on April 27, 1981, and was subsequently referred to the Public Works Committee for further consideration. In his report, Mr. Taylor advises that one of the concerns of Mr. Hoerz is the installation of unwarranted stop signs in Mississauga. Mr. Hoerz suggests that consideration be given to STOP signs on one street and YIELD signs on the intersecting street. Mr. Taylor advises this suggestion is not workable and would result in conflicting modes of control at an intersection and also is not permitted under the Highway Traffic Act. Mr. Taylor also points out that Mr. Marshall expresses concern about the over abundance of STOP signs and the wasting of energy caused by them and also the wasting of energy while stopped at traffic signals. Mr. Marshall refers to the traffic signals at Blundell Road and Dixie Road, which are under the jurisdiction of the Region of Peel. Mr. Taylor advises that the Region of Peel has been advised of this complaint and they will be investigating and replying accordingly. In his report, Mr. Taylor states that the City of Mississauga has set up its existing traffic signal

ITEM 5 CONTINUED...

equipment to handle the traffic volumes in the most efficient manner, however, no further major improvements in traffic flow efficiency can be achieved until the traffic signals are inter-connected and co-ordinated. Mr. Taylor further points out that a study is currently underway for the connection of the traffic signals in Mississauga to a central control computer. In his report, Mr. Taylor refers to The Credit Woodlands Pilot Project - Final Report, which was received by Council at its meeting of March 12, 1979, which recommended that all-way stops be installed on the basis of criteria contained in the report. This report was referred to the Traffic Safety Council for comment and it was subsequently recommended that a traffic study be done after the opening of the Burnhamthorpe Road Bridge over the Credit River. The following are the Traffic Engineering criteria contained in The Credit Woodlands Pilot Project - Final Report:

(a) Volume

(b) Accidents

(c) Visibility

(d) Residential Area

Mr. Taylor points out that most of the unwarranted all-way stops have been installed for the purposes of speed control and/or discouraging traffic which is not local to the street in question. He further states that the chart, attached to his report, indicates the consumption of gasoline at a STOP sign during a stop-go cycle on a daily and annual basis for various Average Daily Traffic volumes on a roadway. The chart also indicates the annual gasoline costs based on an average cost of 34¢/litre. These calculations do not include fuel consumed during idling at an intersection. Mr. Taylor further advises it should be noted there are other factors in addition to energy that should be considered when installing an all-way stop, such as pollution, nuisance, vehicular maintenance and increased accident experience. Mr. Taylor recommends:

> "That in view of the high energy consumption and other associated factors to the motoring public required to comply with the unwarranted all-way stop signs on residential streets, the "Criteria for the Installation of All-Way Stop Signs" contained in his report of May 7, 1981, be adopted."

File: F.06.04.05

RECOMMEND ADOPTION

6. At the last meeting of the Public Works Committee on April 16, 1981, the Commissioner of Engineering and Works advised the Committee that he wished to have the Committee review the new Draft Engineering Agreement at the next meeting of the Committee. Attached to the agenda is the draft Engineering Agreement for the Committee's consideration.

File: B.02.01

DIRECTION REQUIRED

7. Summary of Unfinished Business relating to the Public Works Committee as of May 15, 1981.

File: A.03.04.06

RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

FILES: 22 151 00005
22 151 00001
11 141 00011

1.

To Chairman and Members of the — From William P. Taylor, P.Eng.

Dept. Public Works Committee — Dept. Engineering and Works

P. W. DATE May 21/81

March 10, 1981

SUBJECT: Cable T.V. Administrative Engineering Fees.

ORIGIN: Engineering and Works Department.

COMMENTS: Under By-law No. 10353 - being a by-law to authorize and regulate the erection and maintenance of facilities for the purpose of transmitting electrical or electric impulses, signals, and messages - an annual Administrative Fee of $100.00 per cable company has been charged since 1973. At that time there were 6 Cable T.V. firms operating, and this resulted in a yearly revenue of $600.00.

Since that time various takeovers and purchases of the operating companies have occurred and at present there is only one Cable T.V. company - Maclean-Hunter - in the field. These amalgamations have resulted in the loss of $500.00 in annual revenue as all applications are now channeled through one agency. However, the number of applications and commensurate administrative activity required has not decreased. In point of fact there is a significant increase due to the population growth and greater use of the facility.

We are, therefore, recommending to General Committee that By-law 10353, enacted and passed the 26th day of March, 1973 by the Town of Mississauga, and requiring an annual fee of $100.00, be repealed. We are further recommending that a new by-law be enacted requiring an annual Administrative Engineering Fee of $1,400.00. This will equalize payment for the number of applications which have been processed for a steadily declining number of companies, and also provide a realistic charge for services required in the future. We would suggest that this fee be reviewed again in 1986.

continued.....

RECEIVED
3141
DATE MAR 13 1981
F.04.07
FILE No. 24-80.
CLERK'S DEPARTMENT

RECOMMENDATIONS: 1 - That By-law 10353 be repealed.

2 - That the attached by-law requiring an annual Administrative Engineering Fee of $1,400.00 for Cable T.V. companies operating in the City of Mississauga be enacted.

3 - That this Administrative Engineering charge be reviewed in 1986.

William P. Taylor, P. Eng.
Commissioner.

mh

c.c. E. M. Halliday
L. J. Harvey.

1.b

CITY OF MISSISSAUGA

BY-LAW NUMBER_____

Being a By-law to authorize and regulate the erection and maintenance upon a highway of transmission equipment and to repeal By-law 10383.

WHEREAS UNDER Section 354 (1) 101 of The Municipal Act R.S.O. 1970 c. 284 the municipality may pass by-laws for authorizing and regulating the erection and maintenance upon, across or along any highway or public place of poles, towers, wires, cables, amplifiers and other accessory equipment and conduits for enclosing wires, cables, amplifiers and for the purpose of transmitting electrical or electric impulses, signals and messages of every nature and kind.

AND WHEREAS applications have been made by persons engaged in the business of transmitting electricity or electric impulses for authority to erect their equipment on City highways.

NOW THEREFORE The Corporation of the City of Mississauga hereby ENACTS as follows:

1. In this by-law,

(a) "bell" means The Bell Telephone Company of Canada;

(b) "city" means the Corporation of the City of Mississauga;

(c) "commissioner" means the Commissioner of Engineering and Works for the City of Mississauga or his designate;

(d) "hydro" means The Hydro Electric Commission of the City of Mississauga.

2. No person shall place its plant or equipment to be used for the purpose of transmitting electrical or electric impulses on a city highway without the approval of the commissioner.

3. (1) No equipment or distribution lines shall be located on a highway unless:

(a) it is on hydro or bell poles, or a combination of both, or,

(b) it is buried in a location approved by the commissioner.

.....2

(2) Main feeder cables, distribution circuits, and all other transmission circuits, including local drop wires, amplifiers, power units and equipment performing similar or related function shall be located in conjunction with Hydro or Bell systems wherever possible.

(3) On an application for approval by the commission under section 1, the applicant shall:

(a) complete and file with the Commissioner an application for approval.

(b) file with the commissioner for approval a drawing showing the proposed work and installation;

(c) on advice of the commissioner select and identify on the application the location for the equipment

(d) file with the commissioner a written guarantee that when directed by the commissioner to relocate the equipment the applicant will relocate the equipment at his own expense.

(e) provide security and/or proof of liability insurance in such amounts as may be established by the city from time to time, which shall be sufficient to protect the city from any damages, claims or costs that may flow or arise from construction, location, use or operation of any equipment owned or placed by the applicant;

(f) when required by the commissioner, post a bond in an amount sufficient to guarantee removal of the applicant's equipment if not voluntarily removed by the applicant within four (4) month;

(g) pay an annual fee in the amount set out in section 7.

4. All equipment to be located on a highway shall be placed, maintained, co-ordinated, and operated in a manner satisfactory to the City and in such a way as not to interfere in any way with the use maintenance or operation of the City services, other utilities, traffic and pedestrians.

.....3

1.d

5. All equipment shall be placed and maintained in accordance with the Canadian Standards Association's relevant specifications, and any amendments and additions thereto or substitutions therefor which may from time to time be made by the Association.

6. All equipment shall be and remain at the risk of the applicant.

7. (1) The applicant shall pay an annual fee to the City of $1,400.00 for the Administrative and Engineering charges;

(2) Failure to pay the annual Administrative and Engineering fee of $1,400.00 shall be deemed to be a voluntary cancellation by the applicant of all rights and permissions granted to it by the City.

8. Where the Commission grants approval under Section 1 in addition to the provisions of this by-law the applicant shall comply with the provisions of Schedule 1 to this by-law.

9. Any person who places its plant or equipment to be used for the purpose of transmitting electrical or electric impluses on a City highway without the approval of the Commissioner is guilty of an offence and liable on conviction under The Provincial Offences Act, 1979 to a fine of not more than $2,000.00 exclusive of costs.

10. By-law 10383 is hereby repealed.

ENACTED AND PASSED this day of 1981

MAYOR

CLERK

APPROVED
COMMISSIONER
ENG./WORKS
MISSISSAUGA
DATE 12 12 82

1.e.

SCHEDULE 1 TO BY-LAW NUMBER .....

1. The applicant shall give notice to the city of any assignment of title, ownership or rights in the equipment used, operated or maintained pursuant to the permission given under this by-law.

2. The applicant shall carry out all its operations in such a way as to comply with the policies and by-laws of the City from time to time.

3. The granting of authority under this by-law should not be construed to permit the use of any property other than that portion for which permission has been given by the Commissioner.

4. Any permission or authority granted under this by-law may be cancelled for due cause by the City or terminated by the applicant upon ninety (90) days written notice.

5. Upon cancellation or termination the applicant at his expense shall forthwith remove his equipment from the public highway.

City of Mississauga

MEMORANDUM

File: 22 151 00005
22 151 00001
22 191 00001
11 141 00039

1.f

To: Chairman and Members of the Public Works Committee

From: Mr. William P. Taylor, Commissioner

Dept.

Dept. Engineering and Works

RECEIVED
DATE MAY 15 1981
FILE No. F. 04.07

6246

May 14, 1981

SUBJECT: Cable TV Administrative Engineering Fees.

ORIGIN: Engineering and Works Department

COMMENTS: Public Works Committee, at its last meeting, deferred our report dated March 10, 1981, for further clarification.

Our report was based on the assumption that the only Cable TV Company operating in Mississauga was Maclean Hunter. Our report was in error and was based on the letter received from Rogers Cable TV, copy of which is attached. We have since been advised that there are still two companies operating in Mississauga; namely, Maclean Hunter Cable TV Limited and Rogers Cable TV. The areas of jurisdiction are shown on the attached sketch.

The philosophy in our report was that the total annual administrative engineering fee which should be charged for all Cable TV application processing is $1,400.00 and therefore we would suggest that each Cable TV Company be charged $700.00 per annum. This fee would again be reviewed in 1986.

RECOMMENDATIONS:

1. That a by-law be passed to repeal By-law 10353 and to require a fee for annual administrative engineering of $700.00 for Cable TV Companies operating within the City of Mississauga.

2. That the administrative engineering fee of $700.00 as authorized in this by-law be reviewed in 1986.

AEM:dw
Attach's.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday

FORM 145

1.9

A Canadian Cablesystem

855 York Mills Road
Don Mills, Ontario M3B 1Z1
(416) 446-6500

January 16th, 1981.

City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Attention: Accounts Receivable

Gentlemen:

Enclosed please find your invoice #0409 unpaid.

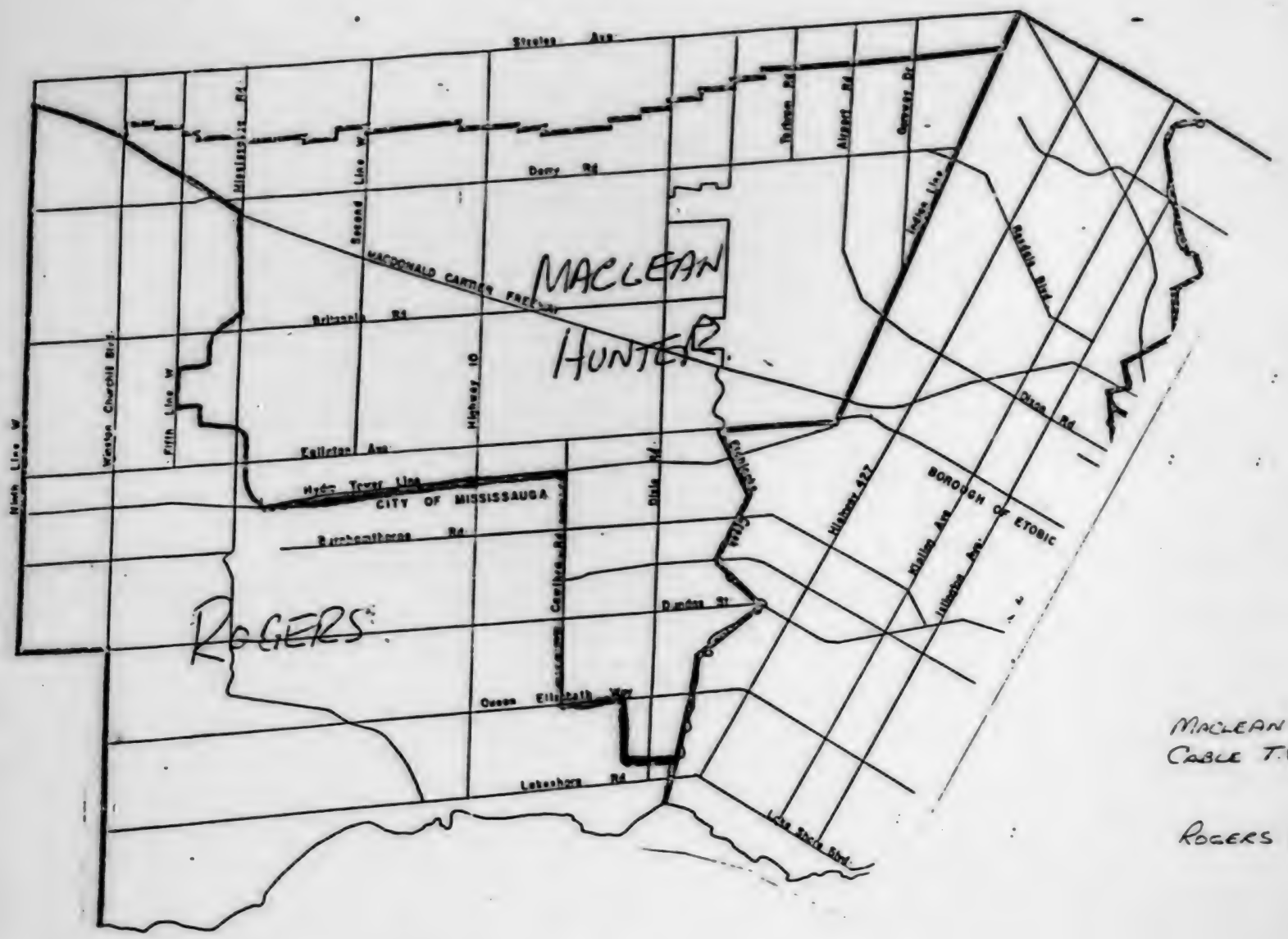
Under C.R.T.C. decision #80-147, Rogers Cable T.V. in Toronto sold all its assets in Mississauga to MacLean Hunter Cable T.V. effective September 1st, 1980.

We thank you for the past co-operation we have enjoyed in the City of Mississauga.

Yours very truly,

Ken Vredenborg,
Rationalization Co-ordinator

KV/ss



MACLEAN-HUNTER
CABLE T.V LIMITE

ROGERS CABLE T.

1.8

2.

MEMORANDUM Files: 12 211 81010
11 141 00039

To Councillor D. Culham, Chairman — From Mr. William P. Taylor, Commissioner

Dept. Public Works Committee — Dept. Engineering and Works

April 6, 1981

Re: Winter Sidewalk Plowing and Sanding Policy.

As was agreed at the Public Works Committee meeting on March 19, 1981, a map has been prepared showing the sidewalks and walkways which are recommended to be plowed. The red areas are sidewalks on major arterials, the green areas are sidewalks adjacent to Senior Citizen's Homes, and the blue areas are residential streets which have fairly heavy pedestrian movements. It should also be noted that we plow all bus stops in the City in an 'as when and as required' basis but these have not been shown on the map due to the numerous locations. The following is a summary of the suggested criteria which should be used for plowing.

Area	Level of Service
Red	Plowed at the discretion of the Department. (In general terms these sidewalks would be plowed when the snowfall is in excess of one inch.)
Green	Same as above.
Bus Stops	On an 'as when as required' basis with priority given to the red areas.
Blue	Plowing will occur on snowfalls of three inches or more.
All other sidewalks	No plowing.

Sanding of Sidewalks

Sanding of sidewalks will be undertaken when icy conditions occur and will be undertaken in the following priorities:

1. Red areas, green areas and bus stops.
2. Blue areas.
3. All others.

..2

Re: Winter Sidewalk Plowing and
Sanding Policy

It should be pointed out that typical freeze/thaw cycles experienced during the winter months will not be considered as icy conditions, however, spot sanding will be carried out as and when deemed necessary.

This map is located in the Councillors' Lounge and by copy of this memorandum to the Mayor and all Members of Council I am requesting that they review this proposal and submit any comments they have, either additions or deletions, in order that these comments can be discussed at the next Public Works Committee meeting on April 16, 1981.

William P. Taylor

AEM:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mayor H. McCallion
Members of Council
Mr. E. M. Halliday

2.b

City of Mississauga

MEMORANDUM

To: WILLIAM P. TAYLOR, COMMISSIONER
ENGINEERING AND WORKS

COUNCILLOR D. CULHAM, CHAIRMAN
Dept. PUBLIC WORKS COMMITTEE

From: COUNCILLOR LARRY TAYLOR

Dept. WARD 4

April 8, 1981

Re: Winter Sidewalk Plowing
and Sanding Policy

Further to memo dated April 6, 1981 regarding the above, I would like to have the following changes made to be discussed at the next Public Works Committee meeting on April 16, 1981.

From Blue to Red Area

Mississauga Valley Boulevard

Meadows Boulevard (north to Rathburn Road)

To Blue Area

Silvercreek Boulevard

Arista Way

Elm Drive (easterly)

Fairview Road (easterly)

LT

LT:ad

ENGINEERING BLDGS & MTCE. DEPT.
RECEIVED FILE
APR - 9 1981

Route To	Initial	Date
W.S.T.		
cc given A.B.M.C.	LT	April 09

FORM 145

2.C

City of Mississauga

MEMORANDUM

RECEIVED
4626
DATE APR 15 1981
FILE NO. F.05.03.02
CLERK'S DEPARTMENT

To: Public Works Committee
From: L.F. Love, Commissioner
Dept.: Recreation and Parks

April 10th, 1981

P. W. DATE May 21/81

SUBJECT: Park Snow Removal and Sanding Policy

ORIGIN: Public Works Committee, March 19th, 1981

COMMENTS: Recreation and Parks staff for the last three winters have used the following criteria for snow removal and sanding.

NO. 1 PRIORITY

Whenever it snows City Hall, City Libraries, Community Centres, Arenas, Pools, Senior Citizen Centres, and other City owned buildings - a total of 31 sites or locations indicated by yellow dots on the map.

NO. 2 PRIORITY

When snow is in excess of 8 centimetres Park walkways, and underpasses, leading to schools from residential areas through parkland - Parks do not sand or clear snow on Board of Education property. Number of pathway locations are 76 and total length is 23.62 miles. Indicated in red on map.

NO. 3 PRIORITY

Park walkways through parkland which serve as pedestrian flow links, but where pedestrians do have alternate means of getting to their destination by using street sidewalks infront of homes. These walkways are left snow covered and will only be sanded if they pose a definite safety hazard to park users - glare ice. Indicated in blue on map. These trails at times serve as cross country ski trails in the winter. Number of path locations are 52, and total length is 12.70 miles.

The number one priority is done immediately and under normal conditions, the number two priortiy can be completed on the 2nd or 3rd day. You can appreciate that with continuous snowfalls and freezing rains the walkways may take longer. Many sections of the park walkways have to be sanded by hand and steps

Cont...

2.d

Comments
(Continued)

need hand shoveling.

RECOMMENDATIONS:

1. That access to the Public Buildings outlined in the Commissioner of Recreation and Parks report of April 10th, 1981 be cleared of snow and ice immediately after each snowfall.

2. That the main park walkways leading to schools be cleared of snow and sanded only after a snowfall in excess of 8 centimetres.

3. That non-main park walkways not be cleared of snow and not sanded.

4. That all walkways be sanded whenever a severe icing condition occurs, with the main park walkways given priority.

L.F. Love, Commissioner
Recreation and Parks Department
nc
cc: E.M. Halliday

Attach.

a.c

PATHWAY SNOW REMOVAL — DISTRICT #1

PARK	CLEANED	NOT CLEANED	TOTAL
J.C.Saddington		2,067 ft.	2,067 ft.
Marina		75 ft.	75 ft.
Cenotaph	162 ft.		162 ft.
Port Credit Library	273 ft.		273 ft.
J.J. Plaus		1,182 ft.	1,182 ft.
Port Credit Memorial		900 ft.	900 ft.
Petrescue	96 ft.		96 ft.
Cawthra	45 ft.		45 ft.
Dellwood	996 ft.	561 ft.	1,557 ft.
Spruce		1,089 ft.	1,089 ft.
Serson		51 ft.	51 ft.
Hiawatha		300 ft.	300 ft.
Laughton Heights	145 ft.		145 ft.
Westacres	552 ft.		552 ft.
Camilla	1,659 ft.		1,659 ft.
	3,898 ft.	6,225 ft.	10,123 ft.

1.92 miles

d. 1

PARK	CLEANED	PATHWAY SNOW REMOVAL NOT CLEANED	DISTRICT 11 TOTAL
White Oaks	450 ft.	4,020 ft.	4,470 ft.
Lorne Park Library	389 ft.		389 ft.
Lorne Park Hall	150 ft.		150 ft.
Hillside Ease.	280 ft.		280 ft.
Sandgate Ease.	257 ft.		257 ft.
Hindhead Ease.	201 ft.		201 ft.
Clarkson Ease.		129 ft.	129 ft.
Meadow Ease.	495 ft.		495 ft.
Bradley Museum	249 ft.		249 ft.
Kogaydiwin		2,030 ft.	2,030 ft.
Sheridan Creek	4,301 ft.		4,301 ft.
Woodeden	655 ft.		655 ft.
Twin Spruce	309 ft.		309 ft.
Clarkson		140 ft.	140 ft.
Clarkson Arena	1,356 ft.		1,356 ft.
Clarkson Depot	130 ft.		130 ft.
White Oaks Ease.	600 ft.		600 ft.
	9,222 ft.	6,319 ft.	16,141 ft.
			3.1 mi.

PATHWAY SNOW REMOVAL

DISTRICT 111

PARK	CLEANED	NOT CLEANED	TOTAL
City Hall	250 ft.		250 ft.
Gordon Lummis	1,248 ft.		1,248 ft.
Springfield	1,395 ft.		1,395 ft.
Thornlodge	1,380 ft.	300 ft.	1,680 ft.
Brookmede	1,890 ft.		1,890 ft.
Glen Erin Trail	4,263 ft.	960 ft.	5,223 ft.
Kings Masting	4,120 ft.		4,120 ft.
Woodhurst	4,680 ft.		4,680 ft.
Pheasant Run	7,491 ft.	1,200 ft.	8,691 ft.
Sawmill Valley	2,180 ft.	1,718 ft.	3,898 ft.
Millway Gate		192 ft.	192 ft.
Avongate	520 ft.		520 ft.
Sherwood Green		125 ft.	125 ft.
Iroquois	1,023 ft.	1,503 ft.	2,526 ft.
McCauley Green		1,227 ft.	1,227 ft.
South Common	1,535 ft.	2,057 ft.	3,592 ft.
Ivor Woodland Mississauga Rd.		1,430 ft.	1,430 ft.
Winston Churchill		1,343 ft.	1,343 ft.
Woodland		1,406 ft.	1,406 ft.
Floradale		100 ft.	100 ft.
Taffey		322 ft.	322 ft.
	31,975 ft.	13,883 ft.	45,858 ft.
			8.69 mi.

2.5

PATHWAY SNOW REMOVAL — DISTRICT IV

PARK	CLEANED	NOT CLEANED	TOTAL
Glendinning	1,081 ft.	459 ft.	1,540 ft.
Riverrun		1,854 ft.	1,854 ft.
Pathfinder		960 ft.	960 ft.
Meadowgreen	2,109 ft.	1,699 ft.	3,808 ft.
Gatineau Green		2,182 ft.	2,182 ft.
Dolphin	681 ft.		681 ft.
Mullett Creek		4,396 ft.	4,396 ft.
Derry Road		711 ft.	711 ft.
Glen Eden	4,990 ft.		4,990 ft.
Maplewood	6,338 ft.		6,338 ft.
Lake Aquitaine	900 ft.	13,190 ft.	14,090 ft.
Aquitaine Trail	987 ft.		987 ft.
Hunters Green	3,153 ft.		3,153 ft.
Settlers Green	3,566 ft.		3,566 ft.
Windwood Trail	660 ft.		660 ft.
Windwood	4,095 ft.	150 ft.	4,245 ft.
Wabukayne Trail	2,007 ft.		2,007 ft.
Lake Wabukayne	3,198 ft.	2,160 ft.	5,358 ft.
Plowmans	4,801 ft.		4,801 ft.
Meadowvale Trail	3,457 ft.		3,457 ft.
	42,023 ft.	27,761 ft.	69,784 ft.
			13.22 mi.

PATHWAY SNOW REMOVAL — DISTRICT V

PARK	CLEANED	NOT CLEANED	TOTAL
Stonebrook	3,642 ft.	960 ft.	4,602 ft.
Brentwood	1,950 ft.		1,950 ft.
Cedar Brae	1,095 ft.		1,095 ft.
McKenzie	1,968 ft.		1,968 ft.
Mississauga Valley Arena	756 ft.		756 ft.
Mississauga Valley Park	1,215 ft.	900 ft.	2,115 ft.
Cherry Hill	870 ft.		870 ft.
Silverthorn		975 ft.	975 ft.
Bloor Athletic	1,335 ft.		1,335 ft.
Dixie Wood		465 ft.	465 ft.
Burnhamdale	672 ft.		672 ft.
Forest Glen	750 ft.		750 ft.
Applewood Heights	1,194 ft.		1,194 ft.
Burnhamthorpe Arena	1,635 ft.		1,635 ft.
Burnhamthorpe Library	1,185 ft.		1,185 ft.
Garnetwood	900 ft.	2,355 ft.	3,255 ft.
Rockwood Trail	3,630 ft.	600 ft.	4,230 ft.
Jaycee		1,302 ft.	1,302 ft.
Willow Creek	230 ft.		230 ft.
Bough Beeches	213 ft.		213 ft.
	23,240 ft.	7,557 ft.	30,797 ft.
			5.83 mi.

2.f.

PATHWAY SNOW REMOVAL — DISTRICT VI

PARK	CLEANED	NOT CLEANED	TOTAL
Victory	401 ft.		401 ft.
Derry Greenway	294 ft.		294 ft.
Woodgreen	2,061 ft.		2,061 ft.
Anaka	978 ft.		978 ft.
Westwood	1,550 ft.		1,550 ft.
Northwood	1,200 ft.		1,200 ft.
Albert McBride	1,250 ft.		1,250 ft.
Brandon Gate	1,112 ft.		1,112 ft.
Marvin Heights	990 ft.		990 ft.
Ridgewood	200 ft.		200 ft.
Elmcreek	450 ft.		450 ft.
Malton Centre	459 ft.		459 ft.
Elmcreek	450 ft.		450 ft.
Malton Greenway	828 ft.		828 ft.
Malton Arena	825 ft.		825 ft.
Father Nolan	600 ft.		600 ft.
Malton Depot	100 ft.		100 ft.
	13,748 ft.		13,748 ft.
			2.6 mi.

City of Mississauga

MEMORANDUM

Files: 11 141 00039
16 151 00001
16 151 00002

3.

To: Chairman and Members of the Public Works Committee — 5570

From: Mr. William P. Taylor, Commissioner

Dept.: — MAY - 4 1981

Dept.: Engineering and Works

RECEIVED
CLERK'S DEPARTMENT
File No. B. 04.01

P. W. DATE May 21/81

April 30, 1981

SUBJECT: Design standards and servicing policy for multi-family and condominium developments.

ORIGIN: Public Works Committee Meeting - April 16, 1981.

COMMENTS: At the last Public Works Committee meeting it was suggested that the construction standards for servicing multi-family and condominium developments be reviewed.

These standards were prepared in 1976 as an attempt to lay down certain general requirements for the construction of roads, services, streetlighting and utilities, which would provide for an acceptable facility which the people have to maintain and not the Corporation. These requirements were incorporated into our standard Subdivision Requirements Manual for distribution to all Consulting Engineers. These requirements were also intended to assist the Building Department in arriving at some reasonable form of guidelines for the work to be done on private property.

RECOMMENDATION: That the attached requirements for multi-family and condominium developments be approved.

AEM:dw
Attach.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday

FORM 145

3.a

4.11 DESIGN STANDARDS AND SERVICING POLICY FOR MULTI-FAMILY AND CONDOMINIUM DEVELOPMENTS

4.11.1 General Requirements

a) Engineering drawings shall be prepared to show location (horizontal and vertical) of all underground services, including Sanitary, Storm, Watermains, Hydro, Bell Communication, Gas, etc. together with cross-section drawings of all roadways, sidewalks and boulevards, certified and stamped by a registered Professional Engineer of the Province of Ontario. Three copies must be submitted to the Engineering and Works Department within 60 days of completion of the project stamped "as constructed". The "as constructed" drawings shall show all of the surface and underground services on one drawing. Drawings shall be submitted to a scale of 1:500 horizontal and 1:50 vertical.

b) Roadways shall not be considered to form any part of the required parking.

c) Parking lots shall be structurally designed to the residential road standards.

d) Lengths of driveways must be a minimum of 6m measured from the back of the sidewalk, where a sidewalk exists or 6m from the back of the curb, where no sidewalk exists.

e) A certified statement signed and stamped by a registered Professional Engineer of the Province of Ontario stating that all services have been designed and constructed in accordance with the foregoing requirements is required prior to registration of the development.

f) Designated fire access routes shall be provided throughout the development to the standards of the Fire Department and in accordance with good Engineering practise.

4.11.1 General Requirements continued ...

g) Multi-family developments shall be signed so as to easily identify the location of all blocks. Such signs shall be approved by the Director of Urban Design (Planning Department).

h) Emergency access routes may be required. The Consulting Engineer must contact the Fire Department for actual requirements and approval (structural design to accommodate eighteen (18) ton vehicles).

i) Proper garbage collection areas must be provided throughout the development so that the municipal refuse collector's trucks can enter the development and collect refuse efficiently and safely. Such arrangements shall be in accordance with standards as set down by the Engineering and Works Department of the City of Mississauga

4.11.2 Internal Private Roadways

Internal private roadways shall be designed in accordance with the current City of Mississauga design criteria for a minor residential street (including curbs, curb and gutters and sidewalks) with the following modifications:

a) Minimum width of roadway shall be 7.0m (fire truck)

b) Minimum centre line turning radius shall be 11m (fire truck) for any development which has no buildings over three stories. For high-rise developments (four stories or greater), the minimum centre line turning radius shall be 14m (aerial ladder trucks)

c) Minimum overhead clearance shall be 4.5m

d) The minimum road cross-section will be as follows:

250mm	Granular "B"
150mm	Granular "A"
50mm	H.L.6
30mm	H.L.3

3.c

4.11.3 Watermains And Water Services

Watermains and water services shall be designed and constructed in accordance with the requirements of the Region of Peel.

4.11.4 Sanitary Sewers And Sanitary Drains

a) The sanitary sewer servicing outside of buildings on all multi-family developments shall be designed and constructed under the supervision of a registered Professional Engineer qualified to do this type of work. All design and construction shall be done in accordance with City of Mississauga/ Region of Peel requirements.

b) The building drains (collectors) on any type of row housing developments shall be located external to the building being served. A maximum of two units shall be permitted to be joined outside the building and connected at one connection point to this collector building drain.

c) Ample access for maintenance shall be built into all outside piping systems. Manholes shall be located at the upstream end of all lines, at changes of direction and at junction points, with a maximum distance between manholes of 90m.

d) All manholes shall be designed and constructed to the standards of the City of Mississauga and the Region of Peel.

e) All sanitary piping external to the building shall be bedded to the standards called for by the City of Mississauga and the Region of Peel.

f) Upon completion of construction, a certificate from the Consulting Engineer is to be submitted to the Plumbing Supervisor. This certificate is to certify that the external sanitary piping system has been constructed in accordance with the above standards and approved drawings, and is operational and free from obstructions and defects.

4.11.5 Storm Sewers And Appurtenances

a) The storm drain system for multi-family developments shall be designed by a registered Professional Engineer and constructed under his supervision.

b) Storm drains (collectors) shall only be permitted external to the buildings.

4.11.5 Storm Sewers And Appurtenances continued ...

c) Manholes shall be provided at the upstream end of all lines, at changes of direction, and at junction points, with a maximum distance between manholes of 90m.

d) Cleanouts shall be provided at grade level at all downspout locations.

e) Catchbasins shall be located on roadways, parking lots and at any low points. The maximum area to be served by any catchbasin shall be 2000m^2 of paved area or 5000m^2 of sodded area. The maximum overland distance to any catchbasin shall not exceed 90m.

f) Sewers and manholes shall be constructed in accordance with the City of Mississauga standards. Catchbasins shall be constructed in accordance with the City of Mississauga standards. Combination catchbasin-manholes shall be used only where specifically approved.

g) Pipe bedding shall be provided in accordance with the City of Mississauga standard drawing no. *2-1-31 (A-5508).

h) Upon completion of construction, a certificate from the Consulting Engineer is to be submitted to the Plumbing Supervisor of the City Building Department. This certificate is to certify that all storm sewer servicing has been constructed to the above standards and approved drawings and that the storm sewer system is fully operational and free from obstruction and defects.

4.11.6 Streetlighting

a) The average horizontal maintained lux rating referred to herein represents the average illumination on the traffic used pavement, between curb lines when the illuminating source is at its lowest output and the luminaire is at its dirtiest condition.

b) Luminaires shall be chosen to distribute the light away from residential buildings and onto roadways, pathways or parking lots.

c) Every residential unit shall be provided with exterior lighting fixtures located near all entrances.

3.e

4.11.6 Streetlighting continued ...

d) Luminaires and poles shall have an average life expectancy of 20 years and shall be vandal resistant.

e) All lighting installations shall conform to the requirements of the Canadian Standards Association, Electrical Code of Ontario.

f) All installations shall be subject to Ontario Hydro Inspection and approval.

g) The minimum illumination level at ground level on any part of a roadway, walkway or parking lot shall be 2 AHML* with a uniformity ratio of 6:1. At roadway intersections, the minimum illumination level shall be 4 AHL with a uniformity ratio of 3:1.

h) All wiring shall be underground.

i) The total lighting system must be completed and operational prior to occupancy.

Note: AHML* - Average Horizontal Maintained Lux

$$\text{Uniformity ratio} = \frac{\text{average horizontal maintained lux}}{\text{minimum horizontal maintained lux}}$$

4.11.7 Individual Unit Services

a) Individual services shall be supplied to each unit, i.e. sanitary, storm and water, except as provided in 06.09.03 (Sanitary Sewers and Sanitary Drains).

b) Storm sewers, sanitary sewers, and watermains shall not be permitted to be constructed under any building except in special circumstances where specific approval has been granted by the City of Mississauga Commissioner of Engineering and Works.

4.11.8 Utilities

Gas, Hydro, Bell Telephone, Communications Cables, etc. shall be constructed underground and in accordance with the applicable Utility Company's requirements. The Developer's Consultant will arrange for the necessary design co-ordination with the various utility companies and receive acceptance/approval from each utility company, prior to the issuance of Building permits.

City of Mississauga

MEMORANDUM

Files: 11 141 00039
16 111 70046

4.

RECEIVED
REGISTRY No. 6309 C409
DATE MAY 19 1981
FILE No. B.06.206.02
CLERK'S DEPARTMENT

To: Chairman and Members of the Public Works Committee

From: Mr. William P. Taylor, Commissioner

Dept.

Dept. Engineering and Works

P. W. DATE May 21/81

May 15, 1981

SUBJECT: Emergency access road to the north end of Shawanaga Trail - Manors of Sherwood Subdivision - T-20729. Plan M-206.

ORIGIN: Request from Mr. R. G. Peckover.

COMMENTS:

We have received a request from Mr. Peckover, who lives at 2315 Shawanaga Trail, to have the emergency access from Shawanaga Trail to the Blythe Road road allowance deleted.

We have reviewed this matter with the Fire Department, who originally requested this condition be imposed on the plan of subdivision, and they have indicated, in a memo dated April 15, 1981 (copy attached) that they have no objections to the removal of the partial emergency access now provided between Lots 32 and 33, Block 'C', Plan M-206, if it is felt to be in the best interests of the residents affected. We cannot see any benefit of this temporary access route, especially if the adjoining property owners are concerned with respect to same.

In addition, we cannot see any need for requiring the developer to construct the access road, as required in the subdivision agreement, across the Hydro property and the unopened Blythe Road road allowance to Mississauga Road.

The following recommendations do not include disposing of this walkway block to the adjacent property owners, however, the Committee may wish to consider selling this property through the City's Property Agent in the usual manner subject to the retention of an easment in favour of the Region of Peel to cover the existing watermain.

RECOMMENDATIONS:

1. That the developer of Plan M-206 not be required to construct an emergency access route from Block 'C' across the Hydro right-of-way, and on the Blythe Road road allowance.

...2

H.a

RECOMMENDATIONS:

2. That the existing concrete walk on Block 'C', Plan M-206, be removed, at the developer's expense, in lieu of deleting the requirement to construct this walkway.

3. That the walkway block be sodded by the developer, at his expense.

4. That the chainlink fence and planting required for the northerly lot lines of Lots 32 and 33 be extended by the developer, at his expense, across the northerly limit of Block 'C' to prevent any motorized vehicles from using this Block.

AEM:dw
Attach.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday
Mr. J. R. Beilby

16 111 70046

4.6

City of Mississauga

MEMORANDUM

To William P. Taylor, P.Eng., Engineering and Works

From Gordon E. Bentley, Chief. Dept. Fire

April 15th, 1981.

Re: Emergency Access Route
Manors of Sherwood Subdivision
Plan M-206

As a result of your memo and the background data which was attached, concerning the above undeveloped gravel access road along Blythe Road and the Hydro right-of-way, we have reconsidered our position.

I had two senior members of our staff visit the site and they agree with some of the arguments that have been made against the development of this emergency access.

We feel that its use would be extremely limited and without it we feel it presents no greater problem to us than many other dead-end streets within this Municipality.

Based on this information we would withdraw our request of March 17th requesting the access route be completed. We would have no objection to the removal of the partial emergency access now provided between lots 32 and 33, if your Department feels it is in the best interest of the citizens effected and the City.

Gordon Bentley

Gordon E. Bentley,
Chief.

GEB:cr

ENGINEERING, PLANNING & BUILDING DEPT.
RECEIVED FILE
APR 15 1981

Route To	Initials	
W.P.T.	WPT	81/04/21
D.E.M.C.		
G.R.D.		

FORM 145

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

Also, at its meeting of April 27, 1981, Council referred to the attached letter from Mr. W. Marshall to the Public Works Committee for report. Mr. Marshall also expressed concern about the over abundance of STOP signs and the wasting of energy caused by them. He also expressed concern regarding the wasting of energy while stopped at traffic signals.

Mr. Marshall referred to the traffic signals at Blundell Road and Dixie Road which are under the jurisdiction of the Region of Peel. The Region of Peel has been advised of this complaint and will be investigating and replying accordingly.

The City has set up its existing traffic signal equipment to handle the traffic volumes in the most efficient manner, however no further major improvements in traffic flow efficiency can be achieved until the traffic signals are interconnected and co-ordinated. As Council is aware, a study is currently under way for the connection of the traffic signals in Mississauga to a central control computer.

The City of Mississauga presently has 170 existing multi-way stops. Without an extensive review of the past files, it is difficult to determine the exact number of these multi-way stops which are not warranted on the basis of sound engineering practice, however our estimate would be that 80% of the existing multi-way stops are unwarranted and were installed by resolution of Council.

The Credit Woodlands Pilot Project - Final Report which was received by Council at its meeting of March 12, 1979, recommended that all-way stops be installed on the basis of criteria contained in the report. This report was referred to the Traffic Safety Council for comment and it was subsequently recommended that a traffic study be done after the opening of the Burnhamthorpe Road Bridge over the Credit River.

The following are the Traffic Engineering criteria contained in the Credit Woodlands Pilot Project - Final Report :

continued ...

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

CRITERIA FOR THE INSTALLATION OF ALL-WAY STOP SIGNS

All-way stop sign installation may be considered if any of the following conditions exist :

1. Volume

   a) Total vehicular volume entering the intersection from all approaches must average 300 per hour for any eight hours of an average day. (Twenty-four hours equivalent approximately 4,000 vehicles).

   b) In addition, the vehicular volume entering the intersection from the minor streets for the same eight hours must average at least :

      i) 1/3 of the total volume entering the intersection (100 per hour minimum) in the case of a 4-way intersection

      or

      ii) 1/4 of the total volume entering the intersection (75 per hour minimum) in the case of a 3-way intersection

2. Accidents

   Five or more of types susceptible of correction by STOP signs within a 12 month period, with satisfactory observance and enforcement of less restrictive control.

3. Visibility

   The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 200 ft.

4. Residential Area

   Volume warrants to be reduced to 60% of the values above if ALL of the following conditions are met :

   a) Both streets have residential frontage with existing speed limits of 50 km/h or less

   b) Neither street is designated as an arterial or major collector street in the Official Plan

continued ...

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

c) Neither street exceeds 40 ft. of roadway width

d) No existing STOP sign or signal is located on the more heavily travelled street within a distance of 800 ft.

e) Roadways extend 800 ft. or more away from the intersection on at least three sides

f) Installation of an all-way stop is compatible with overall traffic circulation needs for the residential area

---

These traffic engineering criteria were developed and are used by the Traffic Section to ensure that neighbourhood traffic control measures are utilized in a reasonable and uniform manner throughout the City. It should be noted that these criteria have two sections. Section 1 is designated the full warrant, and the second section is designated for residential areas. The volume warrants for the residential areas represent 60% of the full warrant and have been developed to give special consideration to traffic conditions in residential areas.

As indicated previously a conservative estimate of the number of unwarranted all-way stops is 80% of the total, or 134 locations.

Most of the unwarranted all-way stops have been installed for the purposes of speed control and/or discouraging traffic which is not local to the street in question. Studies and experience have shown that the signs are not generally effective in reducing speed along the overall section of roadway and in fact, may cause an increase in vehicle speed on the roadway sections beyond the all-way stop. The use of all-way stops for speed control or cut through traffic can eventually produce very serious consequences. The Police cannot be on hand at all locations at all times to ensure observance of these devices. Voluntary observance is forthcoming only for so long as the driver can recognize the logic behind the use of the STOP sign. As soon as widespread misuse

continued ...

5.0

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

becomes obvious, observance starts to decrease, not only at the one location where a particular driver may be exposed to it, but all locations where the same device is used. This effect becomes particularly important where children cross at the intersection and can be lulled into a false sense of security by the placement of the STOP sign. Other pedestrians and drivers on the minor road also can be given a false sense of security.

STOP sign observance studies were conducted at locations in the Credit Woodlands under the Credit Woodlands Pilot Project. These studies found that an average of 78% of the total vehicles did not complete a full legal stop during the peak period, including 19% of the total vehicular volumes which demonstrated a total disregard for the stop condition by proceeding through at speeds greater than 5 km/h (3 mph). During the off peak period an average of 68% of the observed traffic did not stop completely including 19.7% at speeds greater than 5 km/h (3 mph).

There have been numerous studies to determine the fuel consumption a vehicle uses when going through a stop-go cycle. It has been found that a vehicle consumes approximately 0.0367 litres of gasoline when decelerating from a speed of approximately 50 km/h to a stop, and then accelerates to a speed of approximately 50 km/h again. This consumption assumes essentially no idling time which would be the situation encountered on the major road at an all-way stop when the intersecting street and its traffic volumes are of a minor nature.

The attached chart indicates the consumption of gasoline at a STOP sign during a stop-go cycle on a daily and annual basis for various Average Daily Traffic volumes on a roadway. The chart also shows the annual gasoline costs based on an average cost of 34¢/litre. These calculations do not include fuel consumed during idling at an intersection. If an all-way stop is installed on a major road, there would be idling time involved which would increase fuel consumption.

A preliminary review of representative unwarranted all-way stop locations has indicated that the average AADT on the major road at these locations is approximately

continued ...

SUBJECT : Unnecessary STOP signs in the City of Mississauga

COMMENTS :
continued ...

3,000 per day. The average gasoline consumption on the major street would average 40,187 litres/year (8,832 gallons/year) per all-way stop. The total average cost of gasoline per intersection would be $13,664. Therefore, as there are approximately 136 unwarranted all-way stop locations in the City, the total amount of gasoline consumed at all of these locations by vehicles on the major road is approximately 5,465,432 litres/year (1,201,560 gallons/year) at a total cost of $1,800,000/year.

It should be noted that there are other factors in addition to energy that should be considered when installing an all-way stop, such as pollution, nuisance, vehicular maintenance and increased accident experience.

RECOMMENDATION : In view of the high energy consumption and other associated factors to the motoring public required to comply with the unwarranted all-way stop signs on residential streets, it is recommended that the "Criteria for the Installation of All-Way Stop Signs" contained in this report be adopted.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday

JWT:jb

[illegible] Queen Frederica Dr.,
MISSISSAUGA, Ont.,
L4Y2Z9
March 11,81

I-5

RECEIVED
APR 14 1981
MAYOR'S OFFICE

4649
APR 15 1981
F.00.01.05

They're $750,000 gas guzzlers

By Susan Pigg Toronto Star

Fewer stop signs could save Metro drivers more than 500,000 gallons of gasoline each year, says North York's traffic commissioner.

Syd Cole has argued during the past five years that such municipalities as North York should remove unnecessary signs because each needless stop and start eats up thousands of gallons of gasoline annually.

Cole has finally won support for his energy-conservation efforts in the Metropolitan Toronto-Area Transportation Energy Study commissioned by Metro, the TTC and the Ministry of Transportation and Communications.

Among energy-saving recommendations in the four-volume report is what Metro roads commissioner Sam Cass calls "the most



simple, but the hardest (recommendation) to implement" — elimination of the red and white signs that have sprouted up on hundreds of street corners in the past few years.

"We're talking about a very gigantic saving of gas, but the possibility of implementing it would probably be zilch," Cass said in an interview yesterday.

Cole said many signs have been springing up recently because of residents' pressure on aldermen to erect signs for fear of losing votes.

Cole said studies indicate each needless stop and acceleration in a 30-mile-an-hour zone wastes about 1/100 of a gallon of gas at a cost of about 1.5 cents each time.

He said traffic studies done in North York indicate the volume of traffic stopped and started at its 268 four-way stops each day adds up to about 100,000 gallons of wasted gas each year — and about five times that much in the whole of Metro.

And that estimated 500,000 gallon waste has a staggering price tag for Metro drivers of about $750,000.

Roadwise for Report # 82-81

DEAR MAYOR:

The above article was in a recent issue of the Toronto Star. I have removed it to send to you because I believe that MISSISSAUGA has an over-abundance of our own STOP signs and that we too are not doing anything to help the fuel shortage. We are also spending untold dollars paying for gas that is used up while sitting motionless at useless traffic lights. Just to mention one....the bite at the corner just south of Duncas on Dixie that allows drivers to enter & leave the diver test area. This is not used at nite yet there we sit idling, wasting gas. Many streets have far too many stop signs just as the story says. It's expensive & anoying.

hope you can do something to aleviate this problem and in any case keep up your good work.

Yours truly
Walter Marshall

REFERRED TO W. TAYLOR FOR REPORT TO GENERAL COMMITTEE

Apr 27/81

EXCESS GASOLINE CONSUMED PER STOP-GO CYCLE BY VARIOUS LEVELS OF AVERAGE DAILY TRAFFIC VOLUMES

AVERAGE DAILY TRAFFIC	LITRES OF GASOLINE CONSUMED PER DAY	LITRES OF GASOLINE CONSUMED PER YEAR	GALLONS OF GASOLINE CONSUMED PER YEAR	TOTAL COST OF GASOLINE CONSUMED PER YEAR (AT 34¢/LITRE) $
100	3.67	1,340	295	455
200	7.34	2,679	589	911
300	11.01	4,019	883	1,366
400	14.68	5,358	1,178	1,822
500	18.36	6,701	1,473	2,278
600	22.02	8,037	1,766	2,732
700	25.69	9,377	2,061	3,188
800	29.36	10,716	2,355	3,643
900	33.03	12,056	2,650	4,099
1,000	36.70	13,396	2,938	4,555
2,000	73.40	26,791	5,888	9,109
3,000	110.10	40,187	8,832	13,664
4,000	146.80	53,582	11,776	18,218
5,000	183.50	66,978	14,720	22,773
6,000	220.20	80,373	17,664	27,327
7,000	256.90	93,769	20,615	31,881
8,000	293.60	107,164	23,553	36,436
9,000	330.30	120,560	26,497	40,990
10,000	367.00	133,955	29,441	45,545

CITY OF MISSISSAUGA

ENGINEERING AGREEMENT

THIS AGREEMENT made in octuplicate with the authorization by-law for execution by the municipal authorities passed by the Region on _____ and the City on _____,

BETWEEN:

hereinafter called the "Developer"

OF THE FIRST PART:

- and -

THE CORPORATION OF THE CITY OF MISSISSAUGA

hereinafter called the "City"

OF THE SECOND PART:

- and -

THE REGIONAL MUNICIPALITY OF PEEL

hereinafter called the "Region"

OF THE THIRD PART:

WHEREAS the lands to be serviced by this Agreement and described in Schedule "A" to this Agreement, are hereinafter referred to as the "Lands" and are reported to be

_____: and
(area)

WHEREAS the Developer warrants that he is the registered owner of the Lands and has applied to the Region for approval of a Plan of Subdivision thereof, hereinafter referred to as the "Plan"; and

WHEREAS this Agreement is supplemental to Financial Agreement between _____, the City, and the Region, dated the _____ day of _____, 19__; and

WHEREAS the City and the Region require the Developer to agree to construct and install certain sanitary sewers and connections, storm sewers and connections, watermains and water service connections, roadways, structures, sidewalks, landscaping, parks, streetlighting, conservation works, lot grading and any other requirements as hereinafter provided and herein referred to as the "Works" and to make financial arrangements with the City and the Region for the installation and construction of required services before final approval of the Plan; and

WHEREAS the Developer is required by the City and the Region to dedicate for public purposes certain portions of the Lands; and

WHEREAS the word "Developer" refers to the party responsible for the construction of the Works and includes an Individual, an Association, a Partnership, or a Corporation and wherever the singular is used herein it shall be construed as including the plural;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of other good and valuable consideration and the sum of One Dollar ($1.00) of lawful money of Canada, now paid by each of the parties hereto to each of the other parties hereto, (the receipt whereof is hereby acknowledged), the parties hereto hereby covenant, promise, and agree with each other as follows:

CONSULTING ENGINEER

1. The Developer shall employ engineers registered with the Association of Professional Engineers of Ontario, with expertise in the municipal engineering field:

   (a) to co-ordinate any necessary geological, environmental, and hydrological investigations, including the preparation and submission of associated engineering reports;

   (b) to prepare designs, including the incorporation of all required geological, environmental, and hydrological aspects for the Works;

   (c) to prepare and furnish all required drawings and specifications for the Works;

   (d) to prepare the necessary contract(s) for the Works;

   (e) to obtain the necessary approvals in conjunction with the City or the Region for the Works;

   (f) to provide the field layout, the contract administration and the full-time supervision and inspection of the construction for the Works;

   (g) to maintain records of all phases of the construction and upon completion advise the City and/or the Region of all construction changes and final measurements thereof and to prepare final "as-constructed" drawings of the Works upon request of the City and/or the Region;

1. cont'd

(h) to provide co-ordination and scheduling to comply with the construction and maintenance timing provisions of this Agreement;

(i) to act as the Developer's representative in all matters pertaining to the construction and maintenance; for all works specified in this Agreement;

(j) to furnish the City with a certificate and a certified lot grading plan with respect to each lot or block for which a building permit application is made, certifying the proposed construction is in conformity with the overall grading, municipal servicing, and environmental requirements;

(k) to certify to the Commissioner of Building, with respect to each lot or block for which a building permit has been released, that the final footing and top of foundation elevations are in conformity with the Building Code and the certification and grading plan furnished in (j), such a certificate is to be submitted prior to the building's superstructure works proceeding;

(l) to furnish the City, for each lot or block within the Plan, a certificate with respect to the final lot grading, certifying that the finished building and grading elevations have been found to be in conformity with the certification and grading plan furnished in (j) or as otherwise approved by the Commissioner of Engineering and Works;

(m) to furnish the City and/or the Region with a certificate stating that all of the Works have been completed in accordance with the drawings and specifications, as may be amended from time to time, which form part of this Agreement;

(n) to ensure that the utilities, such as Bell, Gas, Cable T.V., Hydro and others, are located in the road allowance in accordance with the plans approved by the City of Mississauga P.U.C.C.

DRAINAGE AND GRADING

2. (a) All lots and blocks within the Plan and all lands abutting the Plan shall be graded to drain in accordance with the overall grading plan as approved and when required by the Commissioner of Engineering and Works.

(b) A final lot grading certificate will be issued for all lots and blocks within twelve (12) months of the issuance of a building permit for each lot and block.

AMENDMENTS TO PLANS OF WORKS

3. The Developer and the engineers employed by him shall have any amendments to the plans and specifications for all Works approved by the Commissioner of Engineering and Works, except for Landscaping and Parks Works, in which the Commissioner of Recreation and Parks shall approve the amended plans and specifications, and except for those works for which the Region is responsible, in which case the Commissioner of Public Works shall approve such amended plans and specifications.

SCHEDULE "A"

4. (a) The Developer warrants that he is the registered owner of the lands described in Schedule "A" to this Agreement which are the lands for which application for approval of a Plan of Subdivision has been made.

SCHEDULE "A-1"

(b) The Works, save and except the Landscaping and Parks Works, and the location of where each of the Works, save and except the Landscaping and Parks Works, is to be constructed is shown on the plans and details which form Schedule "A-1" of this Agreement.

SCHEDULE "A-2"

(c) The Landscaping and Parks Works and the location of where each of the Landscaping and Parks Works is to be constructed is shown on the plans and details which form Schedule "A-2" of this Agreement.

SCHEUDLE "B"

5. The Developer agrees to obtain all conveyances and easements, free from all encumbrances, and to execute and deliver all transfers of conveyance and transfers of easement required by the City and/or the Region, as listed in Schedule "B" of this Agreement.

SCHEDULE "C"

6. Lands unsuitable for building purposes and lands with special conditions to be met prior to issuance of building permits are listed in Schedule "C" of this Agreement.

SCHEDULE "D-1"

7. (a) The listing of the Works, save and except Landscaping and Parks Works, and the individual amounts required for security purposes for each of the Works, save and except Landscaping and Parks Works, are shown in Schedule "D-1" of this Agreement.

SCHEDULE "D-2"

(b) The listing of the Landscaping and Parks Works and the individual amounts required for security purposes for each of the Landscape and Park Works are shown in Schedule "D-2" of this Agreement.

SCHEDULE "E"

8. Details of the participation, if any, of the City and/or Region with respect to the financing of the Works, are shown in Schedule "E" of this Agreement.

SCHEDULE "F-1"

9. (a) The Developer agrees to complete the Works, save and except Landscaping and Parks Works, as listed in Schedule "D-1", in accordance with the timing provisions as outlined in Schedule "F-1" of this Agreement. Any extension of these completion dates is to be approved by the City and/or Region.

SCHEDULE "F-2"

(b) The Developer agrees to complete the Landscaping and Parks Works as listed in Schedule "D-2" in accordance with the timing provisions as outlined in Schedule "F-2" of this Agreement. Any extension of these completion dates is to be approved by the City.

6.e

NOTIFICATION OF COMMENCEMENT

10. (a) The Developer may commence the construction of any of the Works prior to the Registration of the Plan if authorization is obtained from City Council. Furthermore, the Developer or his Consulting Engineer will provide written notice to the City and Region of his intent to commence work 48 hours prior to commencing such work.

(b) Should for any reason there be a cessation or interruption of construction, the Developer or his Consulting Engineer shall provide written notification to the City and/or the Region (as applicable) 48 hours prior to work resuming.

SCHEDULING

11. Where, in the opinion of the City or the Region, any of the Works will in any manner benefit or serve land that is not included in the Lands, the Developer will observe such order of installation of the Works as the City or the Region requires and for that purpose will construct, install or perform the Works as the City or the Region from time to time may request.

ADDITIONAL WORKS

12. If at any time and from time to time during the development of the subdivision, the City or the Region is of the opinion that additional works are necessary to provide adequately any of the public services required by the Plan, the Developer shall construct, install or perform, at his expense, such additional works at the request of the City or the Region.

USE OF WORKS BY CITY OR REGION

13. The Developer agrees that:

(a) the Works may be used by the City or Region or other authorized persons for the purposes for which such works are designed.

(b) such use shall not be deemed an acceptance of the Works by the City or Region, and

(c) such use shall not in any way relieve the Developer of his obligations in respect of the construction and maintenance of the Works so used.

EMERGENCY REPAIRS

14. Employees or agents of the City, or the Region, may enter the lands at any time or from time to time, without notification, for the purpose of making emergency repairs to any of the Works or the existing grading. Such entry and repairing shall not be deemed an acceptance of any of the Works by the City or the Region, nor an assumption by the City or the Region of any liability in connection therewith nor a release of the Developer from any of his obligations under this Agreement.

DEVELOPER'S LIABILITIES

15. Until the City has assumed the Works by by-law, the Developer shall indemnify the City and the Region against all actions, causes of action; suits, claims and demands whatsoever which may arise either directly or indirectly by reason of the Developer undertaking the Plan.

INSURANCE

16. The Developer shall insure against all damages or claims for damage, with a policy or policies from an Insurance Company satisfactory to the City and Regional Treasurers. Such policy or policies shall include the City and Region as named insured and shall remain in the custody of the City Treasurer and shall be retained in full effect during the life of this Agreement including the period of guaranteed maintenance. The policy must comply with the following conditions:

(a) The minimum limits shall be $2,000,000.00 all inclusive.

(b) It shall not contain an exclusion for blasting.

(c) The minimum period of insurance policy coverage shall be one (1) year or as otherwise approved. It shall specify that the policy will not be cancelled or allowed to expire unless prior notice by registered letter has been received by the City from the Insurance Company, or its agent, thirty (30) days in advance of the expiry date.

(d) The Developer is responsible for all adjustment service costs and shall maintain the deposit with the City throughout the term of this Agreement in the amount of the deductible.

16. cont'd

The issuance of such a policy of insurance shall not be construed as relieving the Developer from responsibility for other or larger claims, if any, for which he may be held responsible.

Should the Developer fail to maintain the proper insurance coverage for the term of this Agreement, the City will have the authority to draw on the securities posted by the Developer to pay any and all costs related to maintaining the proper insurance coverage.

SECURITIES

17. (a) At the time this Agreement is executed by the City and Region, the Developer shall have deposited with the City a cash deposit or a letter of credit as approved by the City Treasurer, in the amount of 100% of the estimated cost of the Works to be installed as shown in Schedules "D-1" and "D-2".

(b) Acceptable securities must remain in effect for the full duration of this Agreement. The security certificate and its subsequent renewal forms shall contain a clause stating that thirty (30) days notification will be given to the City in writing prior to its expiry or cancellation. If the estimated cost of the Works, or any part thereof, exceeds the amount of the securities held by the City, the Developer, upon receipt of written notice from the City, shall supply further securities to the City to cover the difference within thirty (30) days. In the event that these further securities are not provided within thirty (30) days, the City may draw on the security and invest the proceeds.

17. cont'd

(c) Upon the failure by the Developer to repair or maintain a specific part of the Works as requested by the Commissiioner of Engineering and Works, and in the time requested, the City, by resolution of Council, may at any time authorize the use of all or part of the cash deposits or letter of credit as referred to in Clause 17(a) hereof to pay the cost of any part of the Works the City and/or the Region may deem necessary. In the case of emergency repairs or clean-up of roads as noted in Clauses 14 and 18 hereof, the City and/or the Region may undertake the Works at the expense of the Developer without a resolution of Council.

(d) Upon the failure by the Developer to complete all or part of the Works in the time or times as stipulated in Schedules "F-1" and "F-2" of this Agreement, the City and/or the Region, by resolution of City Council, may draw the appropriate amount from the security and use the funds to arrange for the completion of the said Works.

(e) The City agrees to reduce, from time to time, the amounts received as cash deposits or letter of credit as referred to in Clause 17(a) hereof, to an amount equal to 10% of the value of the completed services, plus 100% of the current value of the Works still to be undertaken, upon receipt of a Statutory Declaration that all accounts relative to the installation of the completed services have been paid.

The 10% retained for the underground services shall be held by the City until the expiration of the maintenance period and until final approvals for the underground works have been issued by the City and the Region.

The 10% retained for the above ground services shall be held by the City until the expiration of the maintenance period for the above ground services and assumption of the Works by by-law of City Council.

The City and/or Region is authorized to retain additional securities to maintain sufficient coverage for any escalation in costs relative to the items listed in Schedules "D-1" and "D-2"; such amounts to be determined solely by the City and/or the Region.

(f) The Developer shall furnish the City or the Region at any time and from time to time on demand, with a Statutory Declaration in a suitable legal form by or on behalf of the Developer that the Developer has paid all accounts that have become due and payable in connection with the engineering, construction, installation and maintenance of the Works.

MAINTENANCE PERIODS

18. (a) The Developer shall maintain all underground services and works for a period of one (1) year from the date of acceptance of those services by the Region and/or the City. Prior to the completion of the maintenance period, the Developer shall correct any deficiencies reported by the Region and/or the City.
Notwithstanding the above, the Developer will be responsible for correcting any damages to the underground services and works caused by the construction of aboveground services or building activities until assumption of the subdivision by the City.

(b) The Developer shall maintain all roads up to base course asphalt, including curb base, for a period of three (3) years from the date of acceptance of those services by the City. All other aboveground works shall be maintained by the Developer for a period of one (1) year after acceptance. Prior to the completion of the maintenance period, the Developer shall correct any deficiencies reported by the City.

(c) The Developer shall maintain all road allowances within the Plan free of mud, dust and obstructions throughout the term of this Agreement. The Developer within 24

18. cont'd

hours of verbal notification to him or his representatives by the City shall undertake such works as are necessary to clear and/or clean the road allowances. In the event the Developer fails to comply, the City may arrange for the necessary work to be undertaken at the expense of the Developer. The monies for these works may be drawn from the securities referred to in Clause 17(a) hereof. The Developer shall also be responsible for the clean-up of existing external roads upon which obstructions and/or mud and dust are deposited by any operations within the plan and all conditions detailed above for internal roads shall apply.

REQUIREMENTS FOR BUILDING PERMIT APPLICATIONS

19. The Registration of the Plan, or the acceptance by the City or Region of the Works shall not be deemed to give any assurance that building permits, when applied for, will be issued in respect of the Lots or Blocks shown on the Plan. No application for building permits on Lots or Blocks within the Plan shall be made and the City shall have the right to refuse any such application until:

(a) acceptance by the City with respect to construction of storm sewers and the Region with respect to the construction of sanitary sewers and watermains;

(b) the Developer has constructed the required access and builders road to the satisfaction of the City;

(c) confirmation is received by the City that water service applications have been completed to the satisfaction of the Region and that the required charges as determined by the Region have been paid;

(d) a certificate from the Consulting Engineer that the specific building to be erected on any Lot or building Block within the Plan and the proposed grading are in conformity with the overall grading plan or has received the approval of the City's Commissioner of Engineering and Works with respect to any variance to the grading plan;

19. cont'd

(e) all dead trees within the limit of the Plan have been removed;

(f) all buildings noted to be demolished are demolished with all materials removed from within the limits of the Plan;

(g) all required street name signs have been erected within the limits of the Plan and as required by this Agreement.

MINIMUM SERVICES FOR OCCUPANCY

20. No buildings erected on the Lots or Blocks within the Plan shall be occupied until the following services have been constructed for each Lot or Block:

(a) base course asphalt roads;

(b) curb and gutter;

(c) streetlighting.

FINAL ACCEPTANCE

21. Prior to the City's Council passing a by-law assuming the Works and releasing the Developer of his obligations, the following conditions must be complied with:

(a) the Developer shall obtain the Region's and City's approval with respect to the construction and maintenance of the Works;

(b) the Developer shall furnish the City and the Region with a Statutory Declaration in a satisfactory legal form, declaring that the Developer has paid all accounts that are payable in connection with the engineering, installation, and maintenance of the Works and that there are no outstanding claims relative to the Works;

(c) the Developer shall furnish the City and the Region with a certificate from an Ontario Land Surveyor that he has found or replaced all standard iron bars shown on the Plan and has barred the limits of all sewer and watermain easements relative to the development of the lands at a date not earlier than one month prior to the end of the maintenance period of all of the above ground works as outlined in Clause 18 of this Agreement.

21. cont'd

(d) the Developer shall furnish the City with a certificate signed by the Consulting Engineer certifying that all Lots and Blocks have been graded in accordance with the overall grading plan, that there are no outstanding drainage problems for which the Developer is responsible.

UNDEVELOPED LANDS AND DEDICATIONS

22. Until the Works are assumed by resolution of the City Council, all undeveloped Lots and Blocks, including all dedicated road allowances or widenings, are to be graded and maintained in a manner acceptable to the City.

RIGHT OF ENTRY

23. The Developer agrees to retain a right of entry onto each Lot and Block in favour of the Developer and the City until such time as the subdivision is assumed by the City. Such right of entry will be for purposes of correcting any grading and drainage problems relative to the development of the lands within the limits of the Plan.

DEVELOPER'S EXPENSE

24. Every provision of this Agreement by which the Developer is obligated in any way shall be deemed to include the words "at the expense of the Developer" unless the context otherwise requires.

ATTACHMENTS

25. Schedules 'A' to 'F' attached hereto, form part of this Agreement.

RETURN OF SECURITIES

26. All securities, or remaining portions thereof, will be returned to the Developer within ninety (90) days of the passage of the assumption by-law by City Council provided no claims against such securities are received.

This Agreement shall ensure to the benefit of and be binding upon each of the parties hereto and its, his or her respective heirs, executors, administrators, successors and assigns.

IN WITNESS WHEREOF each of the parties hereto has executed this Agreement under seal (SIGNATURES TO BE DATED)

SIGNED, SEALED AND DELIVERED)
)
In the presence of:)
)
)
)
)
)
)

DEVELOPER

_____

_____

_____

Date: _____

THE REGIONAL MUNICIPALITY OF PEEL

_____
Chairman

_____
Clerk

(CORPORATE SEAL)

THE CORPORATION OF THE CITY OF MISSISSAUGA

_____
Mayor

_____
Clerk

ACKNOWLEDGED BY:

THE REGIONAL MUNICIPALITY OF PEEL

(CORPORATE SEAL)

_____
Commissioner of Public Works

THE CORPORATION OF THE CITY OF MISSISSAUGA

_____
Commissioner of Engineering & Works

_____
Commissioner of Recreation & Parks

City By-law No. _____

Regional By-law No. _____

Developer's Signing Authority: _____
Please print or type name of Representative

Developer's Address: _____

_____

Developer's Business Phone Number: _____

Developer's Consulting Engineer: _____

PUBLIC WORKS COMMITTEE — SUMMARY OF UNFINISHED BUSINESS — Page

DATE: MAY 15 1981

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVIS.
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb.19/81	May 15/81	0

CITY OF MISSISSAUGA

M I N U T E S

MEETING #5

NAME OF COMMITTEE:	PUBLIC WORKS
DATE OF MEETING:	Thursday, May 21, 1981
PLACE OF MEETING:	Council Chambers at 9:30 a.m.
MEMBERS PRESENT:	Councillor D. Culham, Chairman Mr. J. Newell, Vice-Chairman Councillor D. Cook
MEMBERS ABSENT:	Councillor M. Marland
ALSO PRESENT:	Mayor H. McCallion (arrived 9:50 a.m.)
STAFF PRESENT:	Mr. W. P. Taylor, Commissioner of Engineering and Works Mr. A. E. McDonald, Director, Maintenance Engineering Mrs. J. LeFeuvre, Administrative Supervisor, Clerk's Department Mrs. P. Johnson, Committee Co-ordinator

MATTERS CONSIDERED

1. Report dated March 10, 1981, from the Commissioner of Engineering and Works, regarding Cable T.V. Administrative Engineering Fees. Mr. Taylor advised that under By-law 10353, enacted and passed by Council on March 26, 1973, being a by-law to authorize and regulate the erection and maintenance of facilities for the purpose of transmitting electrical or electric impulses, signals, and messages, an annual Administrative fee of $100.00 per cable company has been charged since 1973. At that time, there were 6 Cable T.V. firms operating, and this resulted in a yearly revenue of $600.00. Since that time, various takeovers and purchases of the operating companies have occurred and at present, there is only one Cable T.V. Company - Maclean-Hunter - in the field. These amalgamations have resulted in the loss of $500.00 in annual revenue as all applications are now channeled through one agency. Mr. Taylor recommended that By-law 10353 be repealed, and that a new by-law be enacted requiring an annual Administrative Engineering Fee of $1,400.00. This amount will equalize payment for the number of applications which have been processed for a steadily declining number of companies, and also provide a realistic charge for services required in

ITEM 1 CONTINUED...

the future. Mr. Taylor suggested that this fee be reviewed again in 1986. Mr. Taylor recommended:

(a) That a by-law be passed to repeal By-law 10353 and to require an annual Administrative Engineering Fee of $1,400.00 for Cable T.V. Companies operating in the City of Mississauga.

(b) That the Administrative Engineering Fee of $1,400.00, as authorized in this by-law, be reviewed in 1986.

This item was deferred from the last meeting of the Public Works Committee on April 16, 1981.

Also attached to the agenda was a report dated May 14, 1981, from Mr. W. P. Taylor, in which he advised that an error was made in the previous report dated March 10, 1981. The revised report stated that there were still two companies operating in the City of Mississauga. The recommendations in the March 10, 1981, report from Mr. Taylor should have been amended to read as follows:

(a) That a by-law be passed to repeal By-law 10353 and to require a fee for annual administrative engineering of $700.00 for Cable TV Companies operating within the City of Mississauga.

(b) That the administrative engineering fee of $700.00 as authorized in this by-law be reviewed in 1986.

Councillor Cook suggested that a specific dollar figure not be attached to each cable company in case additional cable companies would come into Mississauga which would result in the City collecting more funds than required. He recommended that Part (b) of the above recommendation be amended to read:

"That the administrative engineering fee as authorized in the by-law be sufficient to cover the cost of administration."

The Committee concurred with the recommendation as amended.

File: F.04.07 See Recommendation #21 (D. Cook)

2. Council, at its meeting on April 13, 1981, adopted the following recommendation of the Public Works Committee Report of March 19, 1981:

ITEM 2 CONTINUED

(a) That Mr. A. McDonald, Director of Maintenance Engineering, be requested to prepare a sidewalk snowplowing and sanding priority map to be posted in a suitable location at City Hall, and that the Mayor and Members of Council and Committee Members review this map to ascertain if there are any problem areas in their wards concerning snowplowing.

(b) That Mr. A. McDonald, Director of Maintenance Engineering, be requested to send a memorandum to the Mayor and Members of Council advising them to forward their comments regarding sidewalk snowplowing and sanding priorities to the City Clerk, for inclusion on the Public Works Committee agenda for consideration at its meeting on April 26, 1981.

(c) That the Commissioner of Recreation and Parks be requested to prepare a map for display at the next meeting of the Public Works Committee on April 16, 1981, outlining the walkways in the City of Mississauga which fall under his jurisdiction and which he is responsible for snowplowing and sanding, and that he also prepare a report regarding the criteria for determining the level of service.

(d) That any amendments to the Sidewalk Sanding and Plowing Policy be considered by the Public Works Committee prior to being implemented.

Attached to the agenda was a memorandum dated April 6, 1981, from Mr. W. P. Taylor, Commissioner of Engineering and Works to Councillor D. Culham in which he advised that a sidewalk snowplowing and sanding priority map was posted in the Councillors Lounge in order that members of Council could review the map and submit their comments to the City Clerk for consideration by the Committee at this meeting. Also attached to the agenda was a copy of a memorandum dated April 8, 1981, from Councillor Taylor to Mr. W. P. Taylor and Councillor Culham, setting out comments regarding the sidewalk snowplowing and sanding policy priorities in Ward 4, along with a report dated April 10, 1981, from the Commissioner of Recreation and Parks, regarding Park Snow Removal and Sanding Policy. This item was considered by the Public Works Committee at its meeting on April 16, 1981, at which time the following recommendation was made, and subsequently referred to the May 21st Committee meeting for further consideration:

(a) That the Commissioner of Engineering and Works provide Members of Council and Committee Members with copies of the maps regarding the sanding and plowing of sidewalks in the City of Mississauga, prepared by the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks, respectively, in order that they can submit further comments to the next meeting of the Public Works Committee prior to its next meeting scheduled for May 21, 1981.

(b) That the report dated April 10, 1981, from the Commissioner of Recreation and Parks, be received, and referred to the next meeting of the Public Works Committee scheduled for May 21, 1981, for further consideration.

(c) That the policy regarding Sidewalk Sanding and Plowing in the City of Mississauga be finalized at the next meeting of the Public Works Committee scheduled for May 21, 1981.

(d) That any amendments to the Sidewalk Sanding and Plowing Policy be considered by the Public Works Committee prior to being implemented.

This recommendation was adopted by Council on May 11, 1981.

As a result of the above recommendation, Councillor Southorn submitted his comments to Mr. W. P. Taylor in this regard.

Mr. Taylor again displayed the map regarding the sanding and plowing of sidewalks in the City of Mississauga. The following additional sidewalks are to be included on the map as requested by members of Council: Winston Churchill Boulevard, Battleford Road, Aquitaine Road, and Joymar Drive.

Councillor Cook recommended that the map as amended, to be known as Schedule 'A', be approved as the 1981 Sidewalk Sanding and Plowing Policy in the City of Mississauga and that the recommendations contained in Mr. Love's report of April 10, 1981, be approved.

File: F.05.03.02 See Recommendation #22 (D. Cook)

3. At the meeting of the Public Works Committee on April 16, 1981, the Commissioner of Engineering and Works, advised the Committee that he would be preparing the construction standards required for servicing condominium developments in the City of Mississauga to be considered by the Committee at its meeting on May 21, 1981. In this regard, attached to the agenda was a report dated April 30, 1981, from Mr. W. P. Taylor, regarding design standards and servicing policy for multi-family and condominium developments. Mr. Taylor advised that these standards were prepared in 1976 as an attempt to lay down certain general requirements for the construction of roads, services, streetlighting and utilities, which would provide for an acceptable facility which the people have to maintain and not the Corporation. These requirements were incorporated into the standard Subdivision Requirements Manual for distribution to all Consulting Engineers. Mr. Taylor further advised that these requirements were also intended to assist the Building Department in arriving at some reasonable form of guidelines for the work to be done on private property. Mr. Taylor recommended:

> "That the requirements for multi-family and condominium developments, as outlined in his report of April 30, 1981, be approved."

Councillor Culham advised the Committee that he had received a memorandum from Councillor Taylor expressing concern that piped services should not be placed under townhouses, and suggested that all services be installed externally to all buildings. Mr. Taylor pointed out that this was covered under Section 4.11.4(b) of the Policy, however, the section could possibly be clarified.

Councillor Culham suggested that perhaps Engineering Staff could review the standards in light of the concern expressed by Councillor Taylor and report back to the Committee if any further changes are required.

File: B.04.01 See Recommendation #23 (J. Newell)

4. Report dated May 15, 1981, from the Commissioner of Engineering and Works, regarding the emergency access road to the north end of Shawanaga Trail - Manors of Sherwood Subdivision - T-20729. This report was prepared in response to a request received by the Engineering Department from Mr. R. G. Peckover of 2315 Shawanaga Trail, to have the emergency access from Shawanaga Trail to the Blythe Road road allowance deleted. Mr. Taylor advised that Engineering staff have reviewed this matter with the Fire Department, who originally requested this condition be imposed on the plan of subdivision, and thay have indicated in a memorandum dated April 15, 1981, from Mr. G. Bentley, Fire Chief, that they have no objections to the removal of

the partial emergency access now provided between Lots 32 and 33 if it is felt to be in the best interests of the residents affected. Mr. Taylor further advised that Engineering staff could not see any benefit of this temporary access route, especially if the adjoining property owners were concerned with respect to same. In addition, Mr. Taylor pointed out that Engineering staff could not see any need for requiring the developer to construct the access road, as required in the subdivision agreement, across the Hydro property and the unopened Blythe Road road allowance to Mississauga Road. Mr. Taylor further pointed out that the following recommendations do not include disposing of the walkway block to the adjacent property owners, however, the Committee may wish to consider selling this property through the City's Property Agent in the usual manner subject to the retention of an easement in favour of the Region of Peel to cover the existing watermain. Mr. Taylor recommended:

(a) That the Developer of Plan M-206, Manors of Sherwood Subdivision - T-20729, not be required to constuct an emergency access route from Block 'C' across the Hydro right-of-way and on the Blythe Road road allowance.

(b) That the existing concrete walk on Block 'C',Plan M-206, be removed, at the developer's expense, in lieu of deleting the requirement to construct this walkway.

(c) That the walkway block be sodded by the developer, at his expense.

(d) That the chainlink fence and planting required for the northerly lot lines of Lots 32 and 33 be extended by the developer, at his expense, across the northerly limit of Block 'C' to prevent any motorized vehiches from using this Block.

File: B.06.206.02 See Recommendation #24 (D. Cook)

5. Report dated May 7 1981, from the Commissioner of Engineering and Works, regarding unnecessary stop signs in the City of Mississauga. This report was prepared in response to a deputation made by Mr. D. Hoerz at Council on March 30, 1981, and a letter dated March 11, 1981, from Mr. W. Marshall of 3337 Queen Frederica Drive, Mississauga, a copy of which was attached to the agenda. Mr. Marshall's letter was considered by Council at its meeting on April 27, 1981, and was subsequently referred to the Public Works Committee for further consideration. In his report, Mr. Taylor advised that one of the concerns of Mr. Hoerz was the installation of unwarranted stop signs in Mississauga.

ITEM 5 CONTINUED

Mr. Hoerz suggested that consideration be given to STOP signs on one street and YIELD signs on the intersecting street. Mr. Taylor advised this suggestion was not workable and would result in conflicting modes of control at an intersection and also was not permitted under the Highway Traffic Act. Mr. Taylor also pointed out that Mr. Marshall expressed concern about the over abundance of STOP signs and the wasting of energy caused by them and also the wasting of energy while stopped at traffic signals. Mr. Marshall referred to the traffic signals at Blundell Road and Dixie Road, which are under the jurisdiction of the Region of Peel. Mr. Taylor advised that the Region of Peel was advised of this complaint and they will be investigating and replying accordingly. In his report, Mr. Taylor stated that the City of Mississauga had set up its existing traffic signal equipment to handle the traffic volumes in the most efficient manner, however, no further major improvements in traffic flow efficiency could be achieved until the traffic signals were inter-connected and co-ordinated. Mr. Taylor further pointed out that a study was currently underway for the connection of the traffic signals in Mississauga to a central control computer. In his report, Mr. Taylor referred to The Credit Woodlands Pilot Project - Final Report, which was received by Council at its meeting of March 12, 1979, which recommended that all-way stops be installed on the basis of criteria contained in the report. This report was referred to the Traffic Safety Council for comment and it was subsequently recommended that a traffic study be done after the opening of the Burnhamthorpe Road Bridge over the Credit River. The following were the Traffic Engineering criteria contained in The Credit Woodlands Pilot Project - Final Report:

(a) Volume
(b) Accidents
(c) Visibility
(d) Residential Area

Mr. Taylor pointed out that most of the unwarranted all-way stops have been installed for the purposes of speed control and/or discouraging traffic which is not local to the street in question. He further stated that the chart, attached to his report, indicated the consumption of gasoline at a STOP sign during a stop-go cycle on a daily and annual basis for various Average Daily Traffic volumes on a roadway. The chart also indicated the annual gasoline costs based on an average cost of 34¢/litre. These calculations did not include fuel consumed during idling at an intersection. Mr. Taylor further advised it should be

ITEM 5 CONTINUED...

noted there were other factors in addition to energy that should be considered when installing an all-way stop, such as pollution, nuisance, vehicular maintenance and increased accident experience. Mr. Taylor recommended:

> "That in view of the high energy consumption and other associated factors to the motoring public required to comply with the unwarranted all-way stop signs on residential streets, the "Criteria for the Installation of All-Way Stop Signs" contained in his report of May 7, 1981, be adopted."

Mayor McCallion advised the Committee that in many instances stop signs have been installed prior to a survey of the situation being undertaken. The Committee Members readily agreed many stop signs have been installed to assist in controlling vehicular speeding.

Mayor McCallion suggested that the Commissioner of Engineering and Works prepare an information sheet setting out the warrants required for the installation of traffic control devices, particularly all-way stop signs, in the City of Mississauga and that this information sheet be accompanied by a letter from the Chairman of the Public Works Committee to be circulated to all Ratepayers Groups in Mississauga for their comments and that these comments be considered by the Public Works Committee at a future meeting.

Councillor Cook stated that speeding is taking place on certain streets in his ward and suggested that perhaps additional speed limit signs should be erected in such areas. After a brief discussion, he recommended that the Commissioner of Engineering and Works prepare a report in this regard for consideration by the Public Works Committee.

File: F.06.04.05 See Recommendation #25 (H. McCallion)
See Recommendation #26 (D. Cook)

6. At the last meeting of the Public Works Committee on April 16, 1981, the Commissioner of Engineering and Works advised the Committee that he wished to have the Committee review the new Draft Engineering Agreement at the next meeting of the Committee. Attached to the agenda was the draft Engineering Agreement for the Committee's consideration.

Mr. Taylor pointed out to the Committee that although the "Commissioners" will approve all matters concerning the Engineering Agreement any variances to the Agreement, i.e. deletion of a sidewalk, will be put before Council for approval.

ITEM 6 CONTINUED

Councillor Culham suggested that changes to the Engineering Agreement should not be approved without reference to the consolidated report. He specifically mentioned problems encountered with parks matters. Mr. Taylor advised that for the first time, the Commissioner of Recreation and Parks is referred to in the Engineering Agreement.

Mr. Taylor then reviewed some of the changes that had been made from the old Agreement to the new Agreement as follows:

Page 1 - deleted Mortgagees of the Fourth Part;
- added streetlighting and lot grading to requirements of the Developer by the City and Region.

Page 2 - Consulting Engineer - this section clearly specifies what the duties are of the Consulting Engineer.

Page 4 - Drainage and Grading - time limit on lot grading certificates.

Page 5 - Schedules D1 and D2 are now split as follows:
D1 - Engineering
D2 - Recreation and Parks
- Schedules F1 and F2 are now split in the same manner

Page 7 - Clause 14 - Engineering Repairs - allows Engineering Staff to enter a property to make emergency repairs.
- Clause 16 - Insurance - minimum limit of $2,000,000.00.

Page 8 - Clause 17 - Securities - securities are held by the City Treasurer.

Mr. Taylor suggested that the following clauses be looked into for the next meeting of the Committee.

Page 10 - Clause 18 - Maintenance Periods
Page 12 - Clause 20 - Minimum Services for Occupancy
Page 12 - Clause 21 - Final Acceptance

Councillor Culham also expressed concern with respect to the following:

(a) Page 4 - Clause 3 - Amendments to Plans of Works
(b) Page 6 - Clause 12 - Additional Works.

Mr. Newell recommended that the draft Engineering Agreement be deferred to the next meeting of the Public Works Committee, and that comments requested from City Departments, Region of Peel and Members of Council also be considered at that time.

File: B.02.01

See Recommendation #27 (J. Newell)

7. Summary of Unfinished Business relating to the Public Works Committee as of May 15, 1981.

File: A.03.04.06 See Recommendation #28 (D. Cook)

Received

RECOMMENDATIONS: As per report No. 5-81

ADJOURNMENT: 10:30 a.m.

Pat Johnson

COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE

MAY 21, 1981
FILE: A.03.04.06

REPORT NO. 5-81

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fifth report and recommends:

21. (a) That a by-law be passed to repeal By-law 10353, being a by-law to authorize and regulate the erection and maintenance upon a highway of transmission equipment, and to require an annual administrative engineering fee of $700.00 for Cable TV Companies operating within the City of Mississauga.

(b) That the administrative engineering fee as authorized in the above by-law, be sufficient to cover the cost of administration.

(38-21-81) F.04.07

22. (a) That the map presented to the Public Works Committee on May 21, 1981, by the Commissioner of Engineering and Works, outlining the sanding and plowing of sidewalks in the City of Mississauga, to be known as Schedule 'A', be approved as the 1981 Sidewalk Sanding and Plowing Policy for the City of Mississauga, including any sidewalks on Winston Churchill Boulevard, Battleford Road, Aquitaine Avenue and Joymar Drive.

(b) That access to the Public Buildings, outlined in the report of April 10, 1981, from the Commissioner of Recreation and Parks, be cleared of snow and ice immediately after each snowfall.

(c) That the main park walkways leading to schools be cleared of snow and sanded only after a snowfall in excess of 8 centimetres.

(d) That non-main park walkways not be cleared of snow and not sanded.

ITEM 22 CONTINUED...

(e) That all walkways be sanded whenever a severe icing condition occurs, and that the main park walkways be given priority.

(38-22-81) F.05.03.02

23. That the requirements for multi-family and condominium developments, as outlined in the report of the Commissioner of Engineering and Works dated April 30, 1981, be approved.

(38-22-81) B.04.01

24. (a) That the Developer of Plan M-206, Manors of Sherwood Subdivision, not be required to construct an emergency access route from Block 'C' across the Hydro right-of-way and on the Blythe road road allowance.

(b) That the existing concrete walk on Block 'C' Plan M-206, be removed at the developer's expense, in lieu of deleting the requirement to construct this walkway.

(c) That the walkway block be sodded by the developer, at his expense.

(d) That the chainlink fence and planting required for the northerly lot lines of Lots 32 and 33 be extended by the developer, at his expense, across the northerly limit of Block 'C' to prevent any motorized vehicles from using this Block.

(38-24-81) B.06.206.02

25. (a) That the Commissioner of Engineering and Works be requested to prepare an information sheet setting out the warrants required for the installation of traffic control devices, particularly those required for all-way stop signs, in the City of Mississauga, and that this information sheet, accompanied by an explanatory letter from the Chairman of the Public Works Committee, be circulated to all Ratepayers Associations in the City of Mississauga requesting their comments to be considered at a future meeting of the Public Works Committee.

ITEM 25 CONTINUED...

(b) That the report dated May 7, 1981, from the Commissioner of Engineering and Works, regarding unnecessary stop signs in the City of Mississauga, be deferred to the meeting of the Public Works Committee when the comments from the Ratepayers Associations are being considered.

(38-25-81) F.06.04.05

26. That the Commissioner of Engineering and Works prepare a report setting out guidelines and criteria for the installation of speed limit signs in the City of Mississauga.

(38-26-81) F.06.04.10

27. That the draft Engineering Agreement, as presented to the Public Works Committee on May 21, 1981, be deferred to the June 18, 1981, meeting of the Public Works Committee together with the comments requested from City Departments, Region of Peel, and Members of Council.

(38-27-81) B.02.01

28. That the Summary of Unfinished Business relating to the Public Works Committee as of May 15, 1981, be received.

(38-28-81) A.03,04.06

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, JUNE 18, 1981 AT 9:30 A.M.

COUNCIL CHAMBERS

MEMBERS:

Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Mr. P. K. Kar

PREPARED BY: Clerk's Department
DATE: June 16, 1981

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, JUNE 18, 1981

ITEM #	FILE #	SUBJECT
1.	F.02.01	Sod Damage to Boulevards
2.	A.00.02.01	Draft City of Mississauga Engineering Agreement
3.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, JUNE 18, 1981
COUNCIL CHAMBERS AT 9:30 A.M.

MATTERS FOR CONSIDERATION

1. Report dated June 5, 1981 from the Commissioner of Engineering and Works regarding sod damage to boulevards. Mr. Taylor advises that his Department has received complaints, from the general public and some of the Councillors concerning requests to re-sod boulevards due to winter kill. He further advises that City boulevards should be divided into two categories:

   (a) roads with reverse frontages
   (b) road where the property abuts thereon.

   Mr. Taylor suggests that as far as the boulevards which abuts the property are concerned, the owner should be responsible for the maintenance of the boulevard, and that on reverse road frontage, he recommends that a programme be implemented where each year, funds are allocated to pave an area of approximately 4 feet adjacent to the curb. Mr. Taylor further suggests that where the total width of the boulevard is in excess of 8 feet, the remaining section would be maintained in sod. Where the total width of the boulevard is 8 feet or less, the entire boulevard would then be paved. In certain areas such as commercial areas, gas stations, etc., it would be advisable to pave the entire boulevard regardless of width. The estimated cost for constructing a 4 foot strip including excavation, placing of gravel and paving would be in the area of $4.00 per lineal foot, which is approximately $41,000.00 per mile of boulevard or $42,000.00 per mile of roadway. This item would be subsidizable by the M.T.C. in the amount of 50% and, therefore, the net cost to the City would be approximately $21,000.00 per mile of roadway. Mr. Taylor also suggests that a figure of $200,000.00 gross, $100,000.00 net, per year, be budgeted, and this would permit the City to carry out approximately 4 1/2 miles of roadway per year. In order to commence this programe in 1981, Mr. Taylor recommends that $100,000.00 be reallocated from the Garbage Collection Account and advises that funds are available to be transferred from this account due to the recent garbage tender prices received. Mr. Taylor recommends:

   (a) That a policy be established whereby when property fronts on a given roadway, the responsibility of the maintenance of the boulevard be that of the abutting owners.

   (b) That a policy be established to implement a program which would allocate funds on an annual basis in order that the City might gradually pave an area of boulevard approximately 4 feet in width from the curb adjacent to reverse frontage lots.

ITEM 1 CONTINUED...

(c) That in 1981, the program be commenced in the amount of $100,000.00 gross - if subsidy is not available - to implement the 4 foot kill strip, starting on Burnhamthorpe Road.

(d) That funds for the 1981 program, in the amount of $100,000.00, be transferred from the Garbage Collection Account.

(e) That consideration be given towards the continuation of this program in 1982 at the time of the 1982 Current Budget discussions.

File: F.02.01

RECOMMEND ADOPTION

2. The Public Works Committee, at its meeting on May 21, 1981, reviewed the new Draft Engineering Agreement and made the following recommendation:

"That the draft Engineering Agreement, as presented to the Public Works Committee on May 21, 1981, be deferred to the June 18, 1981, meeting of the Public Works Committee together with the comments requested from City Departments, Region of Peel, and Members of Council."

This recommendation was adopted by Council on June 5, 1981.

Attached to the agenda is the draft Engineering Agreement. It is anticipated that comments from the various Departments will be available at the meeting.

File: A.00.02.01

DIRECTION REQUIRED

3. Summary of Unfinished Business relating to the Public Works Committee as of June 16, 1981.

File: A.03.04.06

RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

File : 11 141 00039
12 111 00001

To The Chairman and Members of the
Dept. Public Works Committee

From W. P. Taylor, P. Eng., Commissioner,
Dept. Engineering & Works Department

P. W. DATE June 18/81

June 5, 1981

SUBJECT : Sod Damage to Boulevards

ORIGIN : Engineering & Works Department

COMMENTS : The Engineering & Works Department have received complaints, both from the general public and some of the Councillors concerning requests to resod boulevards due to winter kill.

RECEIVED
7705.
DATE JUN 12 1981
FILE F.o.R.o.l.

A few years ago, we implemented a change in our standard cross-section for major roads, in that we included on both sides, a 1.5 m splash pad. This splash pad consists of 100 mm gravel and 50 mm of HL 3A with the remainder of the boulevard being sodded (copy of typical X-section attached).

City boulevards should be divided into two categories :

a) roads with reverse frontages,
b) road where the property abuts thereon.

As far as the boulevards which abuts the property are concerned, the owner should be responsible for the maintenance of the boulevard.

On the reverse road frontage, we recommend that a programme be implemented where each year funds are allocated to pave an area of approximately 4 ft. adjacent to the curb.

Where the total width of the boulevard is in excess of 8 ft., the remaining section would be maintained in sod. Where the total width of the boulevard is 8 ft. or less, the entire boulevard would then be paved. In certain areas such as commercial areas, gas stations, etc., it would be advisable to pave the entire boulevard regardless of width.

The estimated cost for constructing a 4 ft. strip including excavation, placing of gravel and paving would be in the area of $4.00 per lin. ft. which is approximately $21,000.00 per mile of boulevard or $42,000.00 per mile of roadway.

..... continued .....

The Chairman and Members of the Public Works Committee
June 5, 1981

Re: Sod Damage to Boulevards

COMMENTS (cont'd) : This item would be subsidizable by the M.T.C. in the amount of 50% and, therefore, the net cost to the City would be approximately $21,000.00 per mile of roadway.

We would suggest that a figure of $200,000.00 gross, $100,000.00 net, per year, be budgeted, and this would permit us to carry out approximately 4 1/2 miles of roadway per year.

In order to commence this program in 1981, we would also recommend that $100,000.00 be reallocated from our Garbage Collection Account. Funds are available to be transferred from this account due to the recent garbage tender prices received.

RECOMMENDATIONS :

1 - That a policy be established whereby when property fronts on a given roadway, the responsibility of the maintenance of the boulevard be that of the abutting owner.

2 - That a policy be established to implement a program which would allocate funds on an annual basis in order that the City might gradually pave an area of boulevard approximately 4' in width from the curb adjacent to reverse frontage lots.

3 - That in 1981 the program be commenced in the amount of $100,000.00 net - if subsidy is available - $100,000.00 gross - if subsidy is not available - to implement the 4' kill strip starting on Burnhamthorpe Road.

4 - That funds for the 1981 program, in the amount of $100,000.00,be transferred from the Garbage Collection Account.

5 - That consideration be given towards the continuation of this program in 1982 at the time of the 1982 Current Budget discussions.

William P. Taylor, P. Eng.
Commissioner.

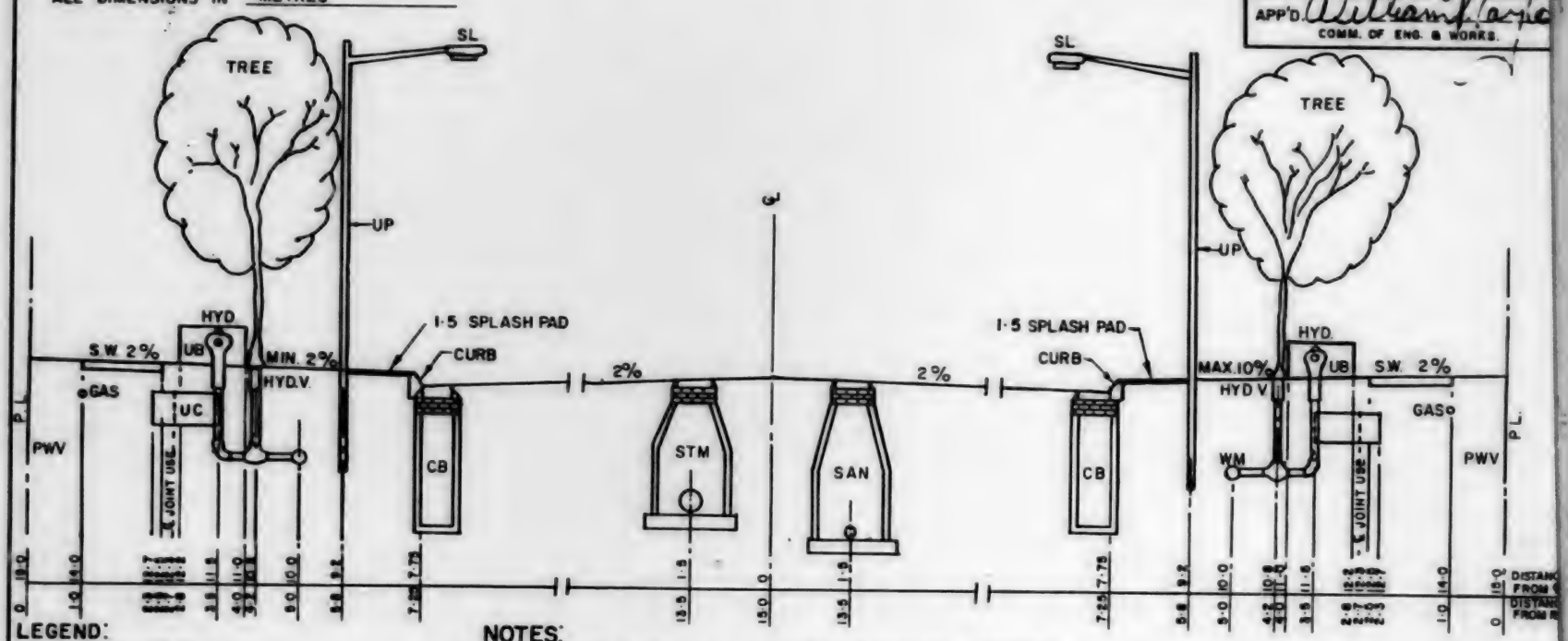
WPT.mh
c.c. E. M. Halliday

METRIC

ALL DIMENSIONS IN METRES

DESIGN APP'D. H. Yaeke

APP'D. William Yarc
COMM. OF ENG. & WORKS.



LEGEND:

CB	—	CATCHBASIN
CURB	—	CURB OR CURB & GUTTER
℄	—	CENTRELINE OF RIGHT OF WAY
GAS	—	GAS MAIN
HYD	—	FIRE HYDRANT
HYD V	—	FIRE HYDRANT VALVE
PWV.	—	PRIVATE WATER VALVE
P.L.		PROPERTY LINE
SL	—	STREETLIGHT
SW	—	SIDEWALK
SAN	—	SANITARY SEWER
STM	—	STORM SEWER
TREE	—	TREE
UB	—	UTILITY BOX (HYDRO, BELL & CATV)
UC	—	UTILITY CORRIDOR (HYDRO, BELL,
UP	—	UTILITY POLE
WM	—	WATERMAIN

NOTES:

1. BELL, HYDRO & CATV. UTILITY CORRIDOR TO HAVE A MINIMUM COVER OF 0·6m
2. WATERMAIN TO HAVE A MINIMUM COVER OF 1·7m
3. IF UTILITIES CANNOT BE INSTALLED ACCORDING TO THIS STANDARD THEY ARE TO BE INSTALLED AS CLOSE AS POSSIBLE TO THE PRESCRIBED LOCATION SUBJECT TO APPROVAL OF THE ENGINEERING & WORKS DEPARTMENT OF THE CITY OF MISSISSAUGA.
4. A 0·3m CLEARANCE BETWEEN CABLES & HYDRANTS MUST BE MAINTAINED.
5. A 0·3m CLEARANCE BETWEEN WATERMAINS & STREETLIGHT POLES MUST BE MAINTAINED.
6. SPLASH PAD TO BE 50mm HL 3A ASPHALT ON 100mm CRUSHER RUN GRAVEL OR APPROVED EQUAL.
7. STREETLIGHT CABLES ARE TO BE INSTALLED IN LINE WITH THE STREETLIGHT (UTILITY) POLE LOCATIONS

CITY OF MISSISSAUGA
ENGINEERING DEPARTMENT

STANDARD

MINOR ARTERIAL ROAD

15·5m ROAD ON 30m R.O.W.

SCALE: 0 1 2

DRAWN BY S.T.H.

EFFECTIVE DATE: 79 05

REV. 2 80-11

PLAN Nº 1-2-8

A-10560

Draft dated May 1, 1981

2.

FOR RESIDENTIAL SUBDIVISIONS DEVELOPED UNDER A PLAN OF SUBDIVISION

CITY OF MISSISSAUGA

ENGINEERING AGREEMENT

THIS AGREEMENT made in octuplicate with the authorization by-law for execution by the municipal authorities passed by the Region on _____ and the City on _____,

BETWEEN:

hereinafter called the "Developer"

OF THE FIRST PART:

- and -

THE CORPORATION OF THE CITY OF MISSISSAUGA

hereinafter called the "City"

OF THE SECOND PART:

- and -

THE REGIONAL MUNICIPALITY OF PEEL

hereinafter called the "Region"

OF THE THIRD PART:

WHEREAS the lands to be serviced by this Agreement and described in Schedule "A" to this Agreement, are hereinafter referred to as the "Lands" and are reported to be

_____: and
(area)

WHEREAS the Developer warrants that he is the registered owner of the Lands and has applied to the Region for approval of a Plan of Subdivision thereof, hereinafter referred to as the "Plan"; and

WHEREAS this Agreement is supplemental to Financial Agreement between _____, the City, and the Region, dated the _____ day of _____, 19__; and

WHEREAS the City and the Region require the Developer to agree to construct and install certain sanitary sewers and connections, storm sewers and connections, watermains and water service connections, roadways, structures, sidewalks, landscaping, parks, streetlighting, conservation works, lot grading and any other requirements as hereinafter provided and herein referred to as the "Works" and to make financial arrangements with the City and the Region for the installation and construction of required services before final approval of the Plan; and

2.a

WHEREAS the Developer is required by the City and the Region to dedicate for public purposes certain portions of the Lands; and

WHEREAS the word "Developer" refers to the party r· ponsible for the construction of the Works and includes an Individual, an Association, a Partnership, or a Corporation and wherever the singular is used herein it shall be construed as including the plural;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of other good and valuable consideration and the sum of One Dollar ($1.00) of lawful money of Canada, now paid by each of the parties hereto to each of the other parties hereto, (the receipt whereof is hereby acknowledged), the parties hereto hereby covenant, promise, and agree with each other as follows:

CONSULTING ENGINEER

1. The Developer shall employ engineers registered with the Association of Professional Engineers of Ontario, with expertise in the municipal engineering field:

   (a) to co-ordinate any necessary geological, environmental, and hydrological investigations, including the preparation and submission of associated engineering reports;

   (b) to prepare designs, including the incorporation of all required geological, environmental, and hydrological aspects for the Works;

   (c) to prepare and furnish all required drawings and specifications for the Works;

   (d) to prepare the necessary contract(s) for the Works;

   (e) to obtain the necessary approvals in conjunction with the City or the Region for the Works;

   (f) to provide the field layout, the contract administration and the full-time supervision and inspection of the construction for the Works;

   (g) to maintain records of all phases of the construction and upon completion advise the City and/or the Region of all construction changes and final measurements thereof and to prepare final "as-constructed" drawings of the Works upon request of the City and/or the Region;

1. cont'd

(h) to provide co-ordination and scheduling to comply with the construction and maintenance timing pro..sions of this Agreement;

(i) to act as the Developer's representative in all matters pertaining to the construction and maintenance; for all works specified in this Agreement;

(j) to furnish the City with a certificate and a certified lot grading plan with respect to each lot or block for which a building permit application is made, certifying the proposed construction is in conformity with the overall grading, municipal servicing, and environmental requirements;

(k) to certify to the Commissioner of Building, with respect to each lot or block for which a building permit has been released, that the final footing and top of foundation elevations are in conformity with the Building Code and the certification and grading plan furnished in (j), such a certificate is to be submitted prior to the building's superstructure works proceeding;

(l) to furnish the City, for each lot or block within the Plan, a certificate with respect to the final lot grading, certifying that the finished building and grading elevations have been found to be in conformity with the certification and grading plan furnished in (j) or as otherwise approved by the Commissioner of Engineering and Works;

(m) to furnish the City and/or the Region with a certificate stating that all of the Works have been completed in accordance with the drawings and specifications, as may be amended from time to time, which form part of this Agreement;

(n) to ensure that the utilities, such as Bell, Gas, Cable T.V., Hydro and others, are located in the road allowance in accordance with the plans approved by the City of Mississauga P.U.C.C.

2.c

DRAINAGE AND GRADING

2. (a) All lots and blocks within the Plan and all lands abutting the Plan shall be graded to drain i accordance with the overall grading plan as approved and when required by the Commissioner of Engineering and Works.

(b) A final lot grading certificate will be issued for all lots and blocks within twelve (12) months of the issuance of a building permit for each lot and block.

AMENDMENTS TO PLANS OF WORKS

3. The Developer and the engineers employed by him shall have any amendments to the plans and specifications for all Works approved by the Commissioner of Engineering and Works, except for Landscaping and Parks Works, in which the Commissioner of Recreation and Parks shall approve the amended plans and specifications, and except for those works for which the Region is responsible, in which case the Commissioner of Public Works shall approve such amended plans and specifications.

SCHEDULE "A"

4. (a) The Developer warrants that he is the registered owner of the lands described in Schedule "A" to this Agreement which are the lands for which application for approval of a Plan of Subdivision has been made.

SCHEDULE "A-1"

(b) The Works, save and except the Landscaping and Parks Works, and the location of where each of the Works, save and except the Landscaping and Parks Works, is to be constructed is shown on the plans and details which form Schedule "A-1" of this Agreement.

SCHEDULE "A-2"

(c) The Landscaping and Parks Works and the location of where each of the Landscaping and Parks Works is to be constructed is shown on the plans and details which form Schedule "A-2" of this Agreement.

SCHEUDLE "B"

5. The Developer agrees to obtain all conveyances and easements, free from all encumbrances, and to execute and de ver all transfers of conveyance and transfers of easement required by the City and/or the Region, as listed in Schedule "B" of this Agreement.

SCHEDULE "C"

6. Lands unsuitable for building purposes and lands with special conditions to be met prior to issuance of building permits are listed in Schedule "C" of this Agreement.

SCHEDULE "D-1"

7. (a) The listing of the Works, save and except Landscaping and Parks Works, and the individual amounts required for security purposes for each of the Works, save and except Landscaping and Parks Works, are shown in Schedule "D-1" of this Agreement.

SCHEDULE "D-2"

(b) The listing of the Landscaping and Parks Works and the individual amounts required for security purposes for each of the Landscape and Park Works are shown in Schedule "D-2" of this Agreement.

SCHEDULE "E"

8. Details of the participation, if any, of the City and/or Region with respect to the financing of the Works, are shown in Schedule "E" of this Agreement.

SCHEDULE "F-1"

9. (a) The Developer agrees to complete the Works, save and except Landscaping and Parks Works, as listed in Schedule "D-1", in accordance with the timing provisions as outlined in Schedule "F-1" of this Agreement. Any extension of these completion dates is to be approved by the City and/or Region.

SCHEDULE "F-2"

(b) The Developer agrees to complete the Landscaping and Parks Works as listed in Schedule "D-2" in accordance with the timing provisions as outlined in Schedule "F-2" of this Agreement. Any extension of these completion dates is to be approved by the City.

2.e

NOTIFICATION OF COMMENCEMENT

10. (a) The Developer may commence the construction of any of the Works prior to the Registration of the : an if authorization is obtained from City Council. Furthermore, the Developer or his Consulting Engineer will provide written notice to the City and Region of his intent to commence work 48 hours prior to commencing such work.

(b) Should for any reason there be a cessation or interruption of construction, the Developer or his Consulting Engineer shall provide written notification to the City and/or the Region (as applicable) 48 hours prior to work resuming.

SCHEDULING

11. Where, in the opinion of the City or the Region, any of the Works will in any manner benefit or serve land that is not included in the Lands, the Developer will observe such order of installation of the Works as the City or the Region requires and for that purpose will construct, install or perform the Works as the City or the Region from time to time may request.

ADDITIONAL WORKS

12. If at any time and from time to time during the development of the subdivision, the City or the Region is of the opinion that additional works are necessary to provide adequately any of the public services required by the Plan, the Developer shall construct, install or perform, at his expense, such additional works at the request of the City or the Region.

USE OF WORKS BY CITY OR REGION

13. The Developer agrees that:

(a) the Works may be used by the City or Region or other authorized persons for the purposes for which such works are designed.

(b) such use shall not be deemed an acceptance of the Works by the City or Region, and

(c) such use shall not in any way relieve the Developer of his obligations in respect of the construction and maintenance of the Works so used.

EMERGENCY REPAIRS

14. Employees or agents of the City, or the Region, may enter the lands at any time or from time to time, without notification, for the purpose of making emergency repairs to any of the Works or the existing grading. Such entry and repairing shall not be deemed an acceptance of any of the Works by the City or the Region, nor an assumption by the City or the Region of any liability in connection therewith nor a release of the Developer from any of his obligations under this Agreement.

DEVELOPER'S LIABILITIES

15. Until the City has assumed the Works by by-law, the Developer shall indemnify the City and the Region against all actions, causes of action; suits, claims and demands whatsoever which may arise either directly or indirectly by reason of the Developer undertaking the Plan.

INSURANCE

16. The Developer shall insure against all damages or claims for damage, with a policy or policies from an Insurance Company satisfactory to the City and Regional Treasurers. Such policy or policies shall include the City and Region as named insured and shall remain in the custody of the City Treasurer and shall be retained in full effect during the life of this Agreement including the period of guaranteed maintenance. The policy must comply with the following conditions:

(a) The minimum limits shall be $2,000,000.00 all inclusive.

(b) It shall not contain an exclusion for blasting.

(c) The minimum period of insurance policy coverage shall be one (1) year or as otherwise approved. It shall specify that the policy will not be cancelled or allowed to expire unless prior notice by registered letter has been received by the City from the Insurance Company, or its agent, thirty (30) days in advance of the expiry date.

(d) The Developer is responsible for all adjustment service costs and shall maintain the deposit with the City throughout the term of this Agreement in the amount of the deductible.

16. cont'd

The issuance of such a policy of insurance shall not be construed as relieving the Developer from responsibility for other or larger claims, if any, for which he may be held responsible.

Should the Developer fail to maintain the proper insurance coverage for the term of this Agreement, the City will have the authority to draw on the securities posted by the Developer to pay any and all costs related to maintaining the proper insurance coverage.

SECURITIES

17. (a) At the time this Agreement is executed by the City and Region, the Developer shall have deposited with the City a cash deposit or a letter of credit as approved by the City Treasurer, in the amount of 100% of the estimated cost of the Works to be installed as shown in Schedules "D-1" and "D-2".

(b) Acceptable securities must remain in effect for the full duration of this Agreement. The security certificate and its subsequent renewal forms shall contain a clause stating that thirty (30) days notification will be given to the City in writing prior to its expiry or cancellation. If the estimated cost of the Works, or any part thereof, exceeds the amount of the securities held by the City, the Developer, upon receipt of written notice from the City, shall supply further securities to the City to cover the difference within thirty (30) days. In the event that these further securities are not provided within thirty (30) days, the City may draw on the security and invest the proceeds.

17. cont'd

(c) Upon the failure by the Developer to repair or maintain a specific part of the Works as requested by the Commissioner of Engineering and Works, and in the time requested, the City, by resolution of Council, may at any time authorize the use of all or part of the cash deposits or letter of credit as referred to in Clause 17(a) hereof to pay the cost of any part of the Works the City and/or the Region may deem necessary. In the case of emergency repairs or clean-up of roads as noted in Clauses 14 and 18 hereof, the City and/or the Region may undertake the Works at the expense of the Developer without a resolution of Council.

(d) Upon the failure by the Developer to complete all or part of the Works in the time or times as stipulated in Schedules "F-1" and "F-2" of this Agreement, the City and/or the Region, by resolution of City Council, may draw the appropriate amount from the security and use the funds to arrange for the completion of the said Works.

(e) The City agrees to reduce, from time to time, the amounts received as cash deposits or letter of credit as referred to in Clause 17(a) hereof, to an amount equal to 10% of the value of the completed services, plus 100% of the current value of the Works still to be undertaken, upon receipt of a Statutory Declaration that all accounts relative to the installation of the completed services have been paid.

The 10% retained for the underground services shall be held by the City until the expiration of the maintenance period and until final approvals for the underground works have been issued by the City and the Region.

The 10% retained for the above ground services shall be held by the City until the expiration of the maintenance period for the above ground services and assumption of the Works by by-law of City Council.

17. cont'd

The City and/or Region is authorized to retain additional securities to maintain sufficien coverage for any escalation in costs relative to the items listed in Schedules "D-1" and "D-2"; such amounts to be determined solely by the City and/or the Region.

(f) The Developer shall furnish the City or the Region at any time and from time to time on demand, with a Statutory Declaration in a suitable legal form by or on behalf of the Developer that the Developer has paid all accounts that have become due and payable in connection with the engineering, construction, installation and maintenance of the Works.

MAINTENANCE PERIODS

18. (a) The Developer shall maintain all underground services and works for a period of one (1) year from the date of acceptance of those services by the Region and/or the City. Prior to the completion of the maintenance period, the Developer shall correct any deficiencies reported by the Region and/or the City. Notwithstanding the above, the Developer will be responsible for correcting any damages to the underground services and works caused by the construction of aboveground services or building activities until assumption of the subdivision by the City.

(b) The Developer shall maintain all roads up to base course asphalt, including curb base, for a period of three (3) years from the date of acceptance of those services by the City. All other aboveground works shall be maintained by the Developer for a period of one (1) year after acceptance. Prior to the completion of the maintenance period, the Developer shall correct any deficiencies reported by the City.

(c) The Developer shall maintain all road allowances within the Plan free of mud, dust and obstructions throughout the term of this Agreement. The Developer within 24

18. cont'd

hours of verbal notification to him or his representatives by the City shall undertake ch works as are necessary to clear and/or clean the road allowances. In the event the Developer fails to comply, the City may arrange for the necessary work to be undertaken at the expense of the Developer. The monies for these works may be drawn from the securities referred to in Clause 17(a) hereof. The Developer shall also be responsible for the clean-up of existing external roads upon which obstructions and/or mud and dust are deposited by any operations within the plan and all conditions detailed above for internal roads shall apply.

REQUIREMENTS FOR BUILDING PERMIT APPLICATIONS

19. The Registration of the Plan, or the acceptance by the City or Region of the Works shall not be deemed to give any assurance that building permits, when applied for, will be issued in respect of the Lots or Blocks shown on the Plan. No application for building permits on Lots or Blocks within the Plan shall be made and the City shall have the right to refuse any such application until:

(a) acceptance by the City with respect to construction of storm sewers and the Region with respect to the construction of sanitary sewers and watermains;

(b) the Developer has constructed the required access and builders road to the satisfaction of the City;

(c) confirmation is received by the City that water service applications have been completed to the satisfaction of the Region and that the required charges as determined by the Region have been paid;

(d) a certificate from the Consulting Engineer that the specific building to be erected on any Lot or building Block within the Plan and the proposed grading are in conformity with the overall grading plan or has received the approval of the City's Commissioner of Engineering and Works with respect to any variance to the grading plan;

12.k

19. cont'd

(e) all dead trees within the limit of the Plan have been removed;

(f) all buildings noted to be demolished are demolished with all materials removed from within the limits of the Plan;

(g) all required street name signs have been erected within the limits of the Plan and as required by this Agreement.

MINIMUM SERVICES FOR OCCUPANCY

20. No buildings erected on the Lots or Blocks within the Plan shall be occupied until the following services have been constructed for each Lot or Block:

(a) base course asphalt roads;

(b) curb and gutter;

(c) streetlighting.

FINAL ACCEPTANCE

21. Prior to the City's Council passing a by-law assuming the Works and releasing the Developer of his obligations, the following conditions must be complied with:

(a) the Developer shall obtain the Region's and City's approval with respect to the construction and maintenance of the Works;

(b) the Developer shall furnish the City and the Region with a Statutory Declaration in a satisfactory legal form, declaring that the Developer has paid all accounts that are payable in connection with the engineering, installation, and maintenance of the Works and that there are no outstanding claims relative to the Works;

(c) the Developer shall furnish the City and the Region with a certificate from an Ontario Land Surveyor that he has found or replaced all standard iron bars shown on the Plan and has barred the limits of all sewer and watermain easements relative to the development of the lands at a date not earlier than one month prior to the end of the maintenance period of all of the above ground works as outlined in Clause 18 of this Agreement.

2.l

21. cont'd

(d) the Developer shall furnish the City with a certificate signed by the Consulting Engineer certifying hat all Lots and Blocks have been graded in accordance with the overall grading plan, that there are no outstanding drainage problems for which the Developer is responsible.

UNDEVELOPED LANDS AND DEDICATIONS

22. Until the Works are assumed by resolution of the City Council, all undeveloped Lots and Blocks, including all dedicated road allowances or widenings, are to be graded and maintained in a manner acceptable to the City.

RIGHT OF ENTRY

23. The Developer agrees to retain a right of entry onto each Lot and Block in favour of the Developer and the City until such time as the subdivision is assumed by the City. Such right of entry will be for purposes of correcting any grading and drainage problems relative to the development of the lands within the limits of the Plan.

DEVELOPER'S EXPENSE

24. Every provision of this Agreement by which the Developer is obligated in any way shall be deemed to include the words "at the expense of the Developer" unless the context otherwise requires.

ATTACHMENTS

25. Schedules 'A' to 'F' attached hereto, form part of this Agreement.

RETURN OF SECURITIES

26. All securities, or remaining portions thereof, will be returned to the Developer within ninety (90) days of the passage of the assumption by-law by City Council provided no claims against such securities are received.

This Agreement shall ensure to the benefit of and be binding upon each of the parties hereto and its, his or her respective heirs, executors, administrators, successors and assigns.

2.3m

IN WITNESS WHEREOF each of the parties hereto has executed this Agreement under seal (SIGNATURES TO BE DATED)

SIGNED, SEALED AND DELIVERED)
In the presence of:)

DEVELOPER

_____

_____

_____

Date: _____

THE REGIONAL MUNICIPALITY OF PEEL

_____
Chairman

_____
Clerk

(CORPORATE SEAL)

THE CORPORATION OF THE CITY OF MISSISSAUGA

_____
Mayor

_____
Clerk

ACKNOWLEDGED BY:

THE REGIONAL MUNICIPALITY OF PEEL (CORPORATE SEAL)

_____
Commissioner of Public Works

THE CORPORATION OF THE CITY OF MISSISSAUGA

_____
Commissioner of Engineering & Works

_____
Commissioner of Recreation & Parks

City By-law No. _____

Regional By-law No. _____

Developer's Signing Authority: _____
Please print or type name of Representative

Developer's Address: _____

_____

Developer's Business Phone Number: _____

Developer's Consulting Engineer: _____

PUBLIC WORKS COMMITTEE — SUMMARY OF UNFINISHED BUSINESS — Page 1

DATE: JUNE 18 1981

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb.19/81	May 15/81	0
40-81	Eng. & Works	Guidelines & Criteria for Installation of Speed Limit Signs in Mississauga	Public Works of May 21/81	July 10/81	0
41-81	Eng. & Works	Installation of Traffic Control Devices	Public Works of May 21/81	July 10/81	0

CITY OF MISSISSAUGA

MINUTES

MEETING #6

NAME OF COMMITTEE:	PUBLIC WORKS
DATE OF MEETING:	Thursday, June 18, 1981
PLACE OF MEETING:	Council Chambers at 9:30 a.m.
MEMBERS PRESENT:	Councillor D. Culham, Chairman Councillor D. Cook Councillor M. Marland Mr. P. K. Kar
MEMBERS ABSENT:	Mr. J. Newell, Vice-Chairman (sent regrets)
ALSO PRESENT:	Mayor H. McCallion (arrived 10:10 a.m.)
STAFF PRESENT:	Mr. W. P. Taylor, Commissioner of Engineering and Works Mr. J. Beilby, Director of Engineering Projects Mr. R. Barker, Subdivision Construction Engineer Mrs. J. LeFeuvre, Administrative Supervisor, Clerk's Department Mrs. P. Johnson, Committee Co-ordinator

MATTERS CONSIDERED

NOTE: Councillor Culham requested that at the end of the agenda, they Committee briefly discuss the Garbage Collection Contract.

1. Report dated June 5, 1981 from the Commissioner of Engineering and Works regarding sod damage to boulevards. Mr. Taylor advised that his Department had received complaints, from the general public and some of the Councillors concerning requests to re-sod boulevards due to winter kill. He further advised that City boulevards should be divided into two categories:

   (a) roads with reverse frontages
   (b) road where the property abuts thereon.

   Mr. Taylor suggested that as far as the boulevards which abut the property were concerned, the owner should be responsible for the maintenance of the boulevard, and that on reverse road frontage, he recommended that a programme

ITEM 1 CONTINUED...

be implemented where each year, funds are allocated to pave an area of approximately 4 feet adjacent to the curb. Mr. Taylor further suggested that where the total width of the boulevard was in excess of 8 feet, the remaining section would be maintained in sod. Where the total width of the boulevard was 8 feet or less, the entire boulevard would then be paved. In certain areas such as commercial areas, gas stations, etc., it would be advisable to pave the entire boulevard regardless of width. The estimated cost for constructing a 4 foot strip including excavation, placing of gravel and paving would be in the area of $4.00 per lineal foot, which is approximately $41,000.00 per mile of boulevard or $42,000.00 per mile of roadway. This item would be subsidizable by the M.T.C. in the amount of 50% and, therefore, the net cost to the City would be approximately $21,000.00 per mile of roadway. Mr. Taylor also suggested that a figure of $200,000.00 gross, $100,000.00 net, per year, be budgeted, and this would permit the City to carry out approximately 4 1/2 miles of roadway per year. In order to commence this programe in 1981, Mr. Taylor recommended that $100,000.00 be reallocated from the Garbage Collection Account and advised that funds were available to be transferred from this account due to the recent garbage tender prices received. Mr. Taylor recommended:

(a) That a policy be established whereby when property fronts on a given roadway, the responsibility of the maintenance of the boulevard be that of the abutting owners.

(b) That a policy be established to implement a program which would allocate funds on an annual basis in order that the City might gradually pave an area of boulevard approximately 4 feet in width from the curb adjacent to reverse frontage lots.

(c) That in 1981, the program be commenced in the amount of $100,000.00 gross - if subsidy is not available - to implement the 4 foot kill strip, starting on Burnhamthorpe Road.

(d) That funds for the 1981 program, in the amount of $100,000.00, be transferred from the Garbage Collection Account.

(e) That consideration be given towards the continuation of this program in 1982 at the time of the 1982 Current Budget discussions.

Councillor Culham advised that heavily travelled areas were difficult to maintain, i.e. bus stops, and that road salt was also damaging to the sod. Councillor Cook pointed out

ITEM 1 CONTINUED...

that the problem of pedestrians creating pathways by trespassing across boulevards, is very damaging and suggested that perhaps the Committee could look into this problem in 1982. Mr. Taylor agreed that areas where there is heavy pedestrian movement, should be looked at. He also suggested that a further recommendation be added as follows:

(f) That the Commissioner of Engineering and Works review the problem areas on heavily travelled streets and other heavily travelled areas, i.e. bus stops, concerning the maintenance of the boulevards and report back to the Public Works Committee with suggestions as to how to correct these problems.

Councillor Marland recommended approval of the recommendations, as amended, by the addition of Part (f).

Councillor Marland questioned whether or not Condominium Corporations should be responsible for the maintenance of boulevards if the condominium fronts on a given roadway. Councillor Culham stated that Condominium Corporations generally look after their own property.

File: F.02.01 See Recommendation #29 (M. Marland)

2. The Public Works Committee, at its meeting on May 21, 1981, reviewed the new Draft Engineering Agreement and made the following recommendation:

"That the draft Engineering Agreement, as presented to the Public Works Committee on May 21, 1981, be deferred to the June 18, 1981, meeting of the Public Works Committee together with the comments requested from City Departments, Region of Peel, and Members of Council."

This recommendation was adopted by Council on June 5, 1981.

Attached to the agenda was the draft Engineering Agreement. The Committee received comments from a number of City Departments and the Region of Peel. Mr. Taylor advised that comments would be forthcoming from the Legal and Recreation and Parks Departments. The Committee considered comments submitted by Mr. W. J. Anderson, Commissioner of Public Works, Region of Peel, and agreed to the suggested amendments as follows:

(i) Clause 16(c) - The minimum period of insurance policy coverage be amended from one (1) to three (3) years.

ITEM 2 CONTINUED...

(ii) Clause 16(d) - That the following clause be referred to the Commissioner of Engineering and Works to review the wording of the clause:

"The Developer is responsible for all adjustment service costs and shall maintain the deposit with the City throughout the term of this Agreement in the amount of the deductible."

(iii) Clause 17(a) - That the word "shown" in the second last line be amended to read "listed".

(iv) Clause 17(b) - That the words "and invest the proceeds" in the last line be deleted from this clause.

(v) Clause 17(d) - That the following words be added at the end of the sentence "or in part thereof".

(vi) Clause 20(c) - That the following words be added "and electricity".

(vii) Clause 21(a) - That this clause be amended to read "the Developer shall obtain the approval of the Commssioner of Public Works for the Region and the Commissioners of Engineering and Works and Recreation and Parks for the City of Mississauga with respect to the construction and maintenance of the Works".

The Committee also suggested that the Regional By-law Number be shown on the signature page of the Engineering Agreement, opposite the signature of the Regional Chairman.

With respect to Clause 1, Sections (j), (k) and (l) of the draft Engineering Agreement, Councillor Culham advised that he had received a memorandum from Mayor McCallion in which she expressed concern regarding the position of the Consulting Engineer. She indicated that in some instances, the Consulting Engineer has not been retained by the Developer to do the lot gradings, drainage works, etc., and that City staff has taken on the responsibility of checking into these matters on different occasions. Mayor McCallion suggested that the Consulting Engineer be hired by the City and that the City enter into an agreement with the Consulting Engineer who would be responsible to the City, not the Developer. The City, in turn, would invoice the Developer, which would allow the City to have more control on the work being done. Councillor Marland suggested that Mr. Taylor investigate the possibility of the City retaining the Consulting Engineer rather than the Developer and report back to the Public Works Committee at its meeting on August 13, 1981. Councillor Cook recommended that the draft Engineering Agreement be approved as

ITEM 2 CONTINUED...

amended. Councillor Marland recommended that the draft Agreement be circulated to the development industry to obtain their comments, and that these comments, along with the draft Engineering Agreement, be considered by the Public Works Committee at its next meeting in August.

The Committee endorsed these recommendations.

File: A.00.02.01 See Recommendation #30(a) (D. Cook)
(b) (M. Marland)

3. Summary of Unfinished Business relating to the Public Works Committee as of June 16, 1981.

File: A.03.04.06 See Recommendation #31 (P. Kar)

RECEIVED

OTHER BUSINESS

4. Councillor Culham advised the Committee that the Garbage Collection Contractor had met with Mayor McCallion and himself to discuss the first two weeks of the contract. Councillor Culham suggested that the contract expiry date be changed to the first of July rather than the first of June as the month of June is exceptionally busy every year due to the fact that the residents do more cleaning out during that time. Councillor Culham also advised that during the first two weeks of June, the radio equipment in the garbage collection trucks was not working properly, however, he understood this problem was being rectified. The Garbage Collection Contractor also advised that residents are not placing articles out for pickup according to the by-law, especially brush and debris, which meant they were not picked up promptly.

Mr. Taylor suggested that perhaps more advertising is required concerning the garbage collection by-law, as the type of debris that cannot be put out, i.e. building debris, was not included in the initial information distributed to the residents of Mississauga. Councillor Cook suggested tht rather than using a delivery service for the information pamphlet, that the postal service be used. Councillor Cook then recommended that the Commissioner of Engineering and Works and the Chairman of the Public Works Committee meet with the staff of the Public Relations Department to arrange for the circulation of another garbage collection pamphlet and that this circulation take place in July, 1981.

File: F.05.04.06 See Recommendation #32 (D. Cook)

June 18, 1981

RECOMMENDATIONS: As per report No. 6-81

ADJOURNMENT: 10:55 a.m.

Pat Johnson

COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE

JUNE 18, 1981
FILE: A.03.04.06

REPORT NO. 6-81

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its sixth report and recommends:

29. (a) That when property fronts on a given roadway, the responsibility of the maintenance of the boulevard be that of the abutting owners.

(b) That a program be implemented which would allocate funds on an annual basis in order that the City might gradually pave an area of boulevard approximately 4 feet in width from the curb adjacent to reverse frontage lots.

(c) That the program be commenced in 1981 with an allocation of $100,000.00 gross; if subsidy is not available, with the funds to be transferred from the Garbage Collection Account.

(d) That the program start with the paving of the boulevard on Burnhamthorpe Road.

(e) That continuation of the program in 1982 be considered during the 1982 Current Budget discussions.

(f) That the Commissioner of Engineering and Works review the problem frontage areas on heavily travelled streets and other heavily travelled areas, i.e. bus stops, concerning the maintenance of the boulevards and report back to the Public Works Committee with suggestions as to how to correct these problems.

(38-29-81) F.02.01

30. (a) That the draft Engineering Agreement, which was considered by the Public Works Committee on June 18, 1981, be approved as amended, as follows:

(i) Clause 16(c) - The minimum period of insurance policy coverage was amended from one (1) to three (3) years.

ITEM 30 CONTINUED

(ii) Clause 16(d) - That the following clause be referred to the Commissioner of Engineering and Works to review the wording of the clause:

"The Developer is responsible for all adjustment service costs and shall maintain the deposit with the City throughout the term of this Agreement in the amount of the deductible."

(iii) Clause 17(a) - That the word "shown" in the second last line be amended to read "listed".

(iv) Clause 17(b) - That the words "and invest the proceeds" in the last line be deleted from this clause.

(v) Clause 17(d) - That the following words be added at the end of the sentence "or in part thereof".

(vi) Clause 20(c) - That the following words be added "and electricity".

(vii) Clause 21(a) - That this clause be amended to read "the Developer shall obtain the approval of the Commissioner of Public Works for the Region and the Commissioners of Engineering and Works and Recreation and Parks for the City of Mississauga with respect to the construction and maintenance of the Works".

(b) That the draft Engineering Agreement, as amended by the Public Works Committee on June 18, 1981, be circulated to the development industry, and further, that these comments and the draft Agreement be considered by the Public Works Committee at its meeting on August 13, 1981.

(38-30-81) A.00.02.01

31. That the Summary of Unfinished Business relating to the Public Works Committee as of June 18, 1981, be received.

(38-31-81) A.03.04.06

32. (a) That the Commissioner of Engineering and Works meet with the Garbage Collection Contractor to discuss the revisions of the expiry date of the garbage collection contract from June 1st to July 1st, 1986 and report back to the Public Works Committee.

(b) That the Commissioner of Engineering and Works and the Chairman of the Public Works Committee meet with the staff of the Public Relations Department to discuss the circulation of a further information pamphlet to the citizens of Mississauga regarding garbage and debris collection, and further, that this circulation take place in July, 1981.

(38-32-81) F.05.04.06

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, AUGUST 13, 1981 AT 9:30 A.M.

COMMITTEE ROOM 'A'

MEMBERS:
Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Mr. P. K. Kar

PREPARED BY: Clerk's Department
DATE: August 10, 1981

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, AUGUST 13, 1981

ITEM #	FILE #	SUBJECT
1.	B.02.01	Guidelines and Criteria for Installation of Speed Limit Signs in Mississauga
2.	A.00.02.01	Draft Engineering Agreement
3.	F.06.04.095	Installation of Traffic Control Devices
4.	F.02.01	Fencing on City-Owned Property
5.	F.05.02	Provision of Paraplegic Ramps at Intersections in the City of Mississauga
6.	F.05.04.06	Garbage Collection Contract
7.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, AUGUST 13, 1981
COMMITTEE ROOM 'A' AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION

1. Report dated July 7, 1981, from the Commissioner of Engineering and Works, setting out guidelines and criteria for installation of speed limit signs in Mississauga.

   At the Public Works Committee meeting on May 21, 1981, the Committee recommended "That the Commissioner of Engineering and Works prepare a report setting out guidelines and criteria for the installation of speed limit signs in the City of Mississauga", which recommendation was adopted by Council at a Special Meeting on June 5, 1981.

   In his report, Mr. Taylor advises that under The Highway Traffic Act of Ontario, there is a statutory speed limit of 50 km/h on a roadway within a city, town, etc., or a built-up area and as this is a statutory speed limit, no speed signing is required. By By-law, however, Council may prescribe a speed limit of 40 km/h or a speed limit higher than 50 km/h, but not exceeding 100 km/h, and that where this is done, speed limit signing must conform to the requirements of The Highway Traffic Act for the speed limit to be enforceable. Mr. Taylor outlines the present practice used by the Engineering and Works Department for speed limit signing and points out that increased traffic volumes on some collector roads in the City such as Battleford Road, Glen Erin Drive and some areas of Rathburn Road should be speed limit signed to reinforce the statutory 50 km/h speed limit and that funds for this will be included in the 1982 Sign Installation Account.

   Mr. Taylor recommends:

   (a) That the following guidelines and criteria be used for the installation of speed limit signs in the City of Mississauga:

      (i) Advisory signs shall be erected at all entrances to the City. These signs shall advise that there is a 50 km/h speed limit on all roads within the City of Mississauga unless otherwise posted.

      (ii) On all arterial roadways and collector roadways with four or more lanes, where the speed limit is 50 km/h, speed limit signing shall be erected at key intersections and at midblock points as determined by the Engineering Department.

ITEM 1 CONTINUED...

(iii) Where City Council has, by by-law, prescribed a speed limit other than 50 km/h for a roadway, the speed signing shall be installed in accordance with The Highway Traffic Act and as determined by the Engineering Department so that major intersections and traffic generators accesses are signed.

(iv) Speed signing not be installed on local residential and industrial roadways or on local residential and industrial collectors where the speed limit is the statutory 50 km/h.

(b) That the Region of Peel Police Department be requested to increase enforcement of the existing speed limits within the City of Mississauga.

File: B.02.01

RECOMMEND ADOPTION

2. Council, at its meeting on July 15, 1981, recommended that the draft Engineering Agreement, as amended by the Public Works Committee on June 18, 1981, be circulated to the development industry, and further, that their comments and the draft Agreement be considered by the Public Works Committee at its meeting on August 13, 1981.

Attached to the agenda is a copy of the draft Engineering Agreement, as amended, a copy of the letter from the Commissioner of Engineering and Works, dated June 29, 1981, which was hand delivered to eleven companies and a copy of the replies received from the following:

(i) Mississauga Peel Land Consultants Limited, dated August 4, 1981.

(ii) Traders Associates, dated July 30, 1981

(iii) R. E. Winter & Associates Ltd., dated August 5, 1981

(iv) Carma Developers Ltd., dated August 4, 1981.

(v) Pinetree Development Co. Limited

File: A.00.02.01

DIRECTION REQUIRED

3. Report dated May 7, 1981, from the Commissioner of Engineering and Works, regarding unnecessary stop signs in the City of Mississauga, which was considered by the Public Works Committee on May 21, 1981. On May 21, 1981, the Public Works Committee made the following recommendation, which was subsequently adopted by Council on June 5, 1981:

(a) That the Commissioner of Engineering and Works be requested to prepare an information sheet setting out the warrants required for the installation of traffic control devices, particularly those required for all-way stop signs, in the City of Mississauga, and that this information sheet, accompanied by an explanatory letter from the Chairman of the Public Works Committee, be circulated to all Ratepayers Associations in the City of Mississauga requesting their comments to be considered at a future meeting of the Public Works Committee.

(b) That the report dated May 7, 1981, from the Commissioner of Engineering and Works, regarding unnecessary stop signs in the City of Mississauga, be deferred to the meeting of the Public Works Committee when the comments from the Ratepayers Associations are being considered.

Also attached is a letter from Mr. Edward B. Swinton of 3546 Autumm Harvest Drive, regarding stop signs in the Runningbrook Drive and Autumn Harvest Drive area and also a letter from Miss Barbara Casey of 916 Tenth Street, regarding the number of "stop" signs on Alexandra Avenue.

It is anticipated that a report will be available from Mr. Taylor in this regard.

File: F.06.04.05

DIRECTION REQUIRED

4. Report dated July 28, 1981, from the City Treasurer, regarding a request to have installed approximately 875 lin. ft. of Evercrete H. D. Series Fencing consisting of pigmented concrete panels to replace an existing wood fence at the C.N.R. Tracks and Fairbirch Drive. Mr. Munden advises that the estimated cost for this type of fence is $31,300.00 which would normally require that public tenders be called; however, the fence is manufactured by Evercrete Limited and is available from one source only as industrial and commercial installation are handled exclusively by the manufacturer. Mr. Munden recommends:

> "That the requirement for calling for public tenders be waived and that the supply and installation of EVERCRETE H.D. Series Fencing between the C.N.R. Tracks and Fairbirch Drive be obtained from Evercrete Limited at $35.75 per linear foot, for an estimated total expenditure of $31,300.00."

ITEM 4 CONTINUED...

The report from the City Treasurer was considered by General Committee on August 5, 1981, at which time it was referred to the Public Works Committee and the Commissioner of Engineering and Works was requested to prepare a report regarding a policy on fencing of railway right-of-ways.

Also attached is a report dated August 10, 1981, from the Commissioner of Engineering and Works, regarding noise fencing between the C.N.R. right-of-way and Fairbirch Drive. Mr. Taylor advises that the provision of this noise abatement wall was a condition imposed by the Minister when the plan was approved in 1973 and that the solid plywood fence constructed did not withstand wind conditions. The reconstruction of the fence was the result of a judgement decision made by his Department, but no more temporary repairs should be done to the old fence and accordingly, monies were allocated for the permanent repairs in the 1981 Budget.

Since this is the only noise abatement fence installed in Mississauga adjacent to a road allowance and the railway tracks and there is only one other installation being proposed by Mr. Murray Elia adjacent to the C.P.R. line north of Burnhamthorpe Road, Mr. Taylor recommends:

(a) That where a City street serving residential properties abuts a railroad track in plans of subdivision which have presently not been registered, the developer be required to construct a noise abatement wall and post a bond to maintain same for a period of 20 years.

(b) That where a noise abatement wall was required in a plan of subdivision prior to August 1, 1981, between a road allowance and a railway right-of-way on a residential street, and the fence has subsequently deteriorated to a condition where it must be either repaired or replaced, the City of Mississauga will carry out the replacement at the City's cost.

(c) That the City Treasurer be instructed to obtain prices for replacement of the 8-foot high noise abatement fence on Fairbirch Drive from Evercrete Limited and an acceptable alternative supplier of an equivalent product.

File: E.02.01

RECOMMEND ADOPTION

5. At the request of Councillor Mahoney, the provision of paraplegic ramps at intersections in the City of Mississauga has been included as an agenda item. Attached to the agenda is a copy of a memorandum from Councillor Mahoney to the Commissioner of Engineering and Works, dated May 22, 1981, concerning his experience in crossing Highway #10 at King Street in a wheelchair.

Also attached is a report dated August 10, 1981, from the Commissioner of Engineering and Works, regarding the ramping of sidewalks at the curb for the handicapped. In his report, Mr. Taylor advises that his Department has replaced the existing sidewalk on Queen Street in Streetsville (the east side) with ramps where the walk intersects the road and that all new sidewalk work being carried out this year, whether new sidewalks or repair work on sidewalks, incorporates ramping where the walk meets the curb at intersections. To augment what is being done by his Department, he suggests that curb ramping be constructed on Dundas Street between Confederation Parkway and Kirwin Avenue. Mr. Taylor recommends:

> "That the 1981 Sidewalk Program be adjusted to include curb ramping on both sides of Dundas Street between Confederation Parkway and Kirwin Avenue."

File: F.05.02

RECOMMEND ADOPTION

6. General Committee, at its meeting on Wednesday, June 24, 1981, considered the report of the Public Works Committee meeting of June 18, 1981, and amended the Committee's recommendation on the garbage collection contract to read as follows:

(a) That the Commissioner of Engineering and Works meet with the Garbage Collection Contractor to discuss the revisions of the expiry date of the garbage collection contract from June 1st to July 1st, 1986 and report back to the Public Works Committee.

(b) That the circulation of a further information pamphlet to the citizens of Mississauga regarding garbage and debris collection be deferred at this time and considered by the Public Works Committee in September, 1981.

(c) That the Chairman of the Public Works Committee and the Commissioner of Engineering and Works meet with the Staff of the Information and Public Relations Department to draft a further information pamphlet regarding garbage and debris collection, such pamphlet to clearly outline the responsibilities of the contractor taking into

ITEM 6 CONTINUED...

consideration the complaints by citizens regarding the new contract, and further, that this pamphlet be submitted to the Public Works Committee in September, 1981, along with the related preparation and circulation costs.

This recommendation was adopted by Council on July 15, 1981.

In connection with the notice to residents, attached is a copy of the proposed notice prepared by Robran Construction Limited, together with a copy of the Notice of Violation handed out by the students employed by the City of Mississauga.

Also attached for the Committee's information is a memorandum dated August 4, 1981, from the Commissioner of Building to the Commissioner of Engineering and Works, on the work of the five summer students on the Brush and Debris Summer Program.

File: F.05.04.06

DIRECTION REQUIRED

7. Summary of Unfinished Business relating to the Public Works Committee as of August 10, 1981.

File: A.03.04.06

RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00207

To Chairman and Members of Public Works Committee, City of Mississauga

From William P. Taylor, P.Eng. Commissioner

Dept. Engineering and Works

RECEIVED
9161.
DATE JUL 15 1981
FILE No. 13.02.01.
CLERK'S DEPARTMENT

July 7, 1981

Request No. 140-81
Clerk's File No. B.02.01.

LADIES & GENTLEMEN :

SUBJECT : Guidelines and Criteria for installation of speed limit signs in Mississauga.

SOURCE : Public Works Committee Request No. 140-81.

COMMENTS : The Public Works Committee at its meeting of May 21, 1981, made the following recommendation which was subsequently adopted by Council at a special meeting on June 5, 1981 :

"That the Commissioner of Engineering and Works prepare a report setting out guidelines and criteria for the installation of speed limit signs in the City of Mississauga."

Under The Highway Traffic Act for Ontario (Section 82 1 (b)), there is a statutory speed limit of 50 kilometres per hour on a roadway within a city, town, village, police village or a built up area. As this is a statutory speed limit, no speed signing is required.

Council may, by by-law, prescribe a speed limit of 40 kilometres per hour (Section 82 (2)), or a speed limit higher than 50 kilometres per hour, but not exceeding 100 kilometres per hour (Section 82 (5)). If Council prescribes by by-law a speed limit higher or lower than the statutory 50 kilometres per hour, The Highway Traffic Act sets down the required speed limit signing with regard to location and maximum spacing of speed limit signs (Ontario Regulation 668/78 Section 2 (1), (20), (3) and (4).

The speed limit signing must conform to the requirements of The Highway Traffic Act for the speed limit to be enforceable.

continued ...

SUBJECT : Guidelines and Criteria for installation of speed limit signs in Mississauga.

COMMENTS :
continued ... The present practice used by the Engineering and Works Department is as follows :

1. Erect advisory signs at all entrances to the City advising that there is a 50 km/h speed limit on all roads in Mississauga unless otherwise posted. This sign basically reinforces the statutory 50 km/h provision under The Highway Traffic Act.

2. Where Council has by by-law prescribed a speed limit greater or less than 50 km/h, the speed limit signing is installed in accordance with the regulations contained in The Highway Traffic Act. The Engineering Department carefully selects locations for the installation of speed limit signing so that all major intersections and traffic generators are signed and such that the provisions of The Highway Traffic Act are satisfied.

3. On all arterial roadways such as Hurontario Street and Dundas Street where the speed limit is 50 km/h, speed limit signing is erected at key points such as major intersections, major traffic generators and at midblock points, as deemed necessary.

4. On four lane undivided and four lane divided major collectors such as Central Parkway East and Bloor Street, speed signing is installed to reinforce the statutory speed limit if a need is identified by the Engineering Department.

5. Advisory speed limit signs (black on yellow) are erected at points on roadways which are deemed to be hazardous if travelled at the prevailing speed - limit.

At this time, there are some collector roads in the City of Mississauga such as Battleford Road, Glen Erin Drive and some areas of Rathburn Road where the speed limit is 50 km/h and at this time there have been no speed signs erected. These roadways have in the past been relatively lightly travelled and as they are covered under the statutory 50 km/h speed limit provisions of The Highway Traffic Act, no speed signing was necessary. As development has proceeded in these areas, traffic volumes have increased such that it is felt that some 50 km/h speed signing may be beneficial in reinforcing the statutory 50 km/h speed limit

continued ...

SUBJECT : Guidelines and Criteria for installation of speed limit signs in Mississauga.

COMMENTS :
continued ...

to the drivers. These roadways are four lane roadways with, in most cases, centre median islands. These roadways have been designed to carry relatively large volumes of traffic and as these roads are constructed to high standards, motorists may tend to perceive a high speed limit, and therefore speed signing should be similar to that used on arterial roadways where the speed limit is 50 km/h. It is estimated that 90 speed limit signs are required at an estimated cost of $6,750.00 ($75.00 per sign supplied and installed). There are insufficient funds remaining in the 1981 Sign Installation account to carry out this work. Sufficient funds will be included however, in the 1982 Sign Installation account for this work.

With regard to local residential and industrial roadways, it is felt that speeding on these roadways is more a problem of enforcement of the speed limit rather than speed signing. The Highway Traffic Act has the statutory speed limit provisions set out so that the signing of local streets in a city is not required for the enforcement of the speed limit.

In general, the local roads are two lanes with direct access to them and as such it is felt that if drivers are not observing the statutory 50 km/h speed limit, then the problem is a police enforcement one and it is felt that the erection of speed limit signs will not deter the motorist from speeding.

RECOMMENDATIONS :

A. The following guidelines and criteria be used for the installation of speed limit signs in the City of Mississauga :

i) Advisory signs shall be erected at all entrances to the City. These signs shall advise that there is a 50 km/h speed limit on all roads within the City of Mississauga unless otherwise posted.

ii) On all arterial roadways and collector roadways with four or more lanes, where the speed limit is 50 km/h, speed limit signing shall be erected at key intersections and at midblock points as determined by the Engineering Department.

continued ...

SUBJECT : Guidelines and Criteria for installation of speed limit signs in Mississauga.

RECOMMENDATIONS :
continued ...

iii) Where City Council has, by by-law, prescribed a speed limit other than 50 km/h for a roadway, the speed signing shall be installed in accordance with The Highway Traffic Act and as determined by the Engineering Department so that major intersections and traffic generators accesses are signed.

iv) Speed signing not be installed on local residential and industrial roadways or on local residential and industrial collectors where the speed limit is the statutory 50 km/h.

B. That the Region of Peel Police Department be requested to increase enforcement of the existing speed limits within the City of Mississauga.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday

WPT:jb

CITY OF MISSISSAUGA

ENGINEERING AGREEMENT

THIS AGREEMENT made in octuplicate with the authorization by-law for execution by the municipal authorities passed by the Region on _____ and the City on _____.

BETWEEN:

hereinafter called the "Developer"

OF THE FIRST PART:

- and -

THE CORPORATION OF THE CITY OF MISSISSAUGA

hereinafter called the "City"

OF THE SECOND PART:

- and -

THE REGIONAL MUNICIPALITY OF PEEL

hereinafter called the "Region"

OF THE THIRD PART:

WHEREAS the lands to be serviced by this Agreement and described in Schedule "A" to this Agreement, are hereinafter referred to as the "Lands" and are reported to be

_____; and
(area)

WHEREAS the Developer warrants that he is the registered owner of the Lands and has applied to the Region for approval of a Plan of Subdivision thereof, hereinafter referred to as the "Plan"; and

WHEREAS this Agreement is supplemental to Financial Agreement between _____, the City, and the Region, dated the _____ day of _____, 19__; and

WHEREAS the City and the Region require the Developer to agree to construct and install certain sanitary sewers and connections, storm sewers and connections, watermains and water service connections, roadways, structures, sidewalks, landscaping, parks, streetlighting, conservation works, lot grading and any other requirements as hereinafter provided and herein referred to as the "Works" and to make financial arrangements with the City and the Region for the installation and construction of required services before final approval of the Plan; and

2a

WHEREAS the Developer is required by the City and the Region to dedicate for public purposes certain portions of the Lands; and

WHEREAS the word "Developer" refers to the party responsible for the construction of the Works and includes an Individual, an Association, a Partnership, or a Corporation and wherever the singular is used herein it shall be construed as including the plural;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of other good and valuable consideration and the sum of One Dollar ($1.00) of lawful money of Canada, now paid by each of the parties hereto to each of the other parties hereto, (the receipt whereof is hereby acknowledged), the parties hereto hereby covenant, promise, and agree with each other as follows:

CONSULTING ENGINEER

1. The Developer shall employ engineers registered with the Association of Professional Engineers of Ontario, with expertise in the municipal engineering field:

   (a) to co-ordinate any necessary geological, environmental, and hydrological investigations, including the preparation and submission of associated engineering reports;

   (b) to prepare designs, including the incorporation of all required geological, environmental, and hydrological aspects for the Works;

   (c) to prepare and furnish all required drawings and specifications for the Works;

   (d) to prepare the necessary contract(s) for the Works;

   (e) to obtain the necessary approvals in conjunction with the City or the Region for the Works;

   (f) to provide the field layout, the contract administration and the full-time supervision and inspection of the construction for the Works;

   (g) to maintain records of all phases of the construction and upon completion advise the City and/or the Region of all construction changes and final measurements thereof and to prepare final "as-constructed" drawings of the Works upon request of the City and/or the Region;

1. cont'd

(h) to provide co-ordination and scheduling to comply with the construction and maintenance timing provisions of this Agreement;

(i) to act as the Developer's representative in all matters pertaining to the construction and maintenance; for all works specified in this Agreement;

(j) to furnish the City with a certificate and a certified lot grading plan with respect to each lot or block for which a building permit application is made, certifying the proposed construction is in conformity with the overall grading, municipal servicing, and environmental requirements;

(k) to certify to the Commissioner of Building, with respect to each lot or block for which a building permit has been released, that the final footing and top of foundation elevations are in conformity with the Building Code and the certification and grading plan furnished in (j), such a certificate is to be submitted prior to the building's superstructure works proceeding;

(l) to furnish the City, for each lot or block within the Plan, a certificate with respect to the final lot grading, certifying that the finished building and grading elevations have been found to be in conformity with the certification and grading plan furnished in (j) or as otherwise approved by the Commissioner of Engineering and Works;

(m) to furnish the City and/or the Region with a certificate stating that all of the Works have been completed in accordance with the drawings and specifications, as may be amended from time to time, which form part of this Agreement;

(n) to ensure that the utilities, such as Bell, Gas, Cable T.V., Hydro and others, are located in the road allowance in accordance with the plans approved by the City of Mississauga P.U.C.C.

2c

DRAINAGE AND GRADING

2. (a) All lots and blocks within the Plan and all lands abutting the Plan shall be graded to drain in accordance with the overall grading plan as approved and when required by the Commissioner of Engineering and Works.

(b) A final lot grading certificate will be issued for all lots and blocks within twelve (12) months of the issuance of a building permit for each lot and block.

AMENDMENTS TO PLANS OF WORKS

3. The Developer and the engineers employed by him shall have any amendments to the plans and specifications for all Works approved by the Commissioner of Engineering and Works, except for Landscaping and Parks Works, in which the Commissioner of Recreation and Parks shall approve the amended plans and specifications, and except for those works for which the Region is responsible, in which case the Commissioner of Public Works shall approve such amended plans and specifications.

SCHEDULE "A"

4. (a) The Developer warrants that he is the registered owner of the lands described in Schedule "A" to this Agreement which are the lands for which application for approval of a Plan of Subdivision has been made.

SCHEDULE "A-1"

(b) The Works, save and except the Landscaping and Parks Works, and the location of where each of the Works, save and except the Landscaping and Parks Works, is to be constructed is shown on the plans and details which form Schedule "A-1" of this Agreement.

SCHEDULE "A-2"

(c) The Landscaping and Parks Works and the location of where each of the Landscaping and Parks Works is to be constructed is shown on the plans and details which form Schedule "A-2" of this Agreement.

2d

SCHEUDLE "B"

5. The Developer agrees to obtain all conveyances and easements, free from all encumbrances, and to execute and deliver all transfers of conveyance and transfers of easement required by the City and/or the Region, as listed in Schedule "B" of this Agreement.

SCHEDULE "C"

6. Lands unsuitable for building purposes and lands with special conditions to be met prior to issuance of building permits are listed in Schedule "C" of this Agreement.

SCHEDULE "D-1"

7. (a) The listing of the Works, save and except Landscaping and Parks Works, and the individual amounts required for security purposes for each of the Works, save and except Landscaping and Parks Works, are shown in Schedule "D-1" of this Agreement.

SCHEDULE "D-2"

(b) The listing of the Landscaping and Parks Works and the individual amounts required for security purposes for each of the Landscape and Park Works are shown in Schedule "D-2" of this Agreement.

SCHEDULE "E"

8. Details of the participation, if any, of the City and/or Region with respect to the financing of the Works, are shown in Schedule "E" of this Agreement.

SCHEDULE "F-1"

9. (a) The Developer agrees to complete the Works, save and except Landscaping and Parks Works, as listed in Schedule "D-1", in accordance with the timing provisions as outlined in Schedule "F-1" of this Agreement. Any extension of these completion dates is to be approved by the City and/or Region.

SCHEDULE "F-2"

(b) The Developer agrees to complete the Landscaping and Parks Works as listed in Schedule "D-2" in accordance with the timing provisions as outlined in Schedule "F-2" of this Agreement. Any extension of these completion dates is to be approved by the City.

2e

NOTIFICATION OF COMMENCEMENT

10. (a) The Developer may commence the construction of any of the Works prior to the Registration of the Plan if authorization is obtained from City Council. Furthermore, the Developer or his Consulting Engineer will provide written notice to the City and Region of his intent to commence work 48 hours prior to commencing such work.

(b) Should for any reason there be a cessation or interruption of construction, the Developer or his Consulting Engineer shall provide written notification to the City and/or the Region (as applicable) 48 hours prior to work resuming.

SCHEDULING

11. Where, in the opinion of the City or the Region, any of the Works will in any manner benefit or serve land that is not included in the Lands, the Developer will observe such order of installation of the Works as the City or the Region requires and for that purpose will construct, install or perform the Works as the City or the Region from time to time may request.

ADDITIONAL WORKS

12. If at any time and from time to time during the development of the subdivision, the City or the Region is of the opinion that additional works are necessary to provide adequately any of the public services required by the Plan, the Developer shall construct, install or perform, at his expense, such additional works at the request of the City or the Region.

USE OF WORKS BY CITY OR REGION

13. The Developer agrees that:

(a) the Works may be used by the City or Region or other authorized persons for the purposes for which such works are designed.

(b) such use shall not be deemed an acceptance of the Works by the City or Region, and

(c) such use shall not in any way relieve the Developer of his obligations in respect of the construction and maintenance of the Works so used.

EMERGENCY REPAIRS

14. Employees or agents of the City, or the Region, may enter the lands at any time or from time to time, without notification, for the purpose of making emergency repairs to any of the Works or the existing grading. Such entry and repairing shall not be deemed an acceptance of any of the Works by the City or the Region, nor an assumption by the City or the Region of any liability in connection therewith nor a release of the Developer from any of his obligations under this Agreement.

DEVELOPER'S LIABILITIES

15. Until the City has assumed the Works by by-law, the Developer shall indemnify the City and the Region against all actions, causes of action; suits, claims and demands whatsoever which may arise either directly or indirectly by reason of the Developer undertaking the Plan.

INSURANCE

16. The Developer shall insure against all damages or claims for damage, with a policy or policies from an Insurance Company satisfactory to the City and Regional Treasurers. Such policy or policies shall include the City and Region as named insured and shall remain in the custody of the City Treasurer and shall be retained in full effect during the life of this Agreement including the period of guaranteed maintenance. The policy must comply with the following conditions:

(a) The minimum limits shall be $2,000,000.00 all inclusive.

(b) It shall not contain an exclusion for blasting.

(c) The minimum period of insurance policy coverage shall be three (3) years or as otherwise approved. It shall specify that the policy will not be cancelled or allowed to expire unless prior notice by registered letter has been received by the City from the Insurance Company, or its agent, thirty (30) days in advance of the expiry date.

(d) The Developer is responsible for all adjustment service costs and shall maintain the deposit with the City throughout the term of this Agreement in the amount of the deductible.

16. cont'd

The issuance of such a policy of insurance shall not be construed as relieving the Developer from responsibility for other or larger claims, if any, for which he may be held responsible.

Should the Developer fail to maintain the proper insurance coverage for the term of this Agreement, the City will have the authority to draw on the securities posted by the Developer to pay any and all costs related to maintaining the proper insurance coverage.

SECURITIES

17. (a) At the time this Agreement is executed by the City and Region, the Developer shall have deposited with the City a cash deposit or a letter of credit as approved by the City Treasurer, in the amount of 100% of the estimated cost of the Works to be installed as listed in Schedules "D-1" and "D-2".

(b) Acceptable securities must remain in effect for the full duration of this Agreement. The security certificate and its subsequent renewal forms shall contain a clause stating that thirty (30) days notification will be given to the City in writing prior to its expiry or cancellation. If the estimated cost of the Works, or any part thereof, exceeds the amount of the securities held by the City, the Developer, upon receipt of written notice from the City, shall supply further securities to the City to cover the difference within thirty (30) days. In the event that these further securities are not provided within thirty (30) days, the City may draw on the security.

2h

17. cont'd

(c) Upon the failure by the Developer to repair or maintain a specific part of the Works as requested by the Commissiioner of Engineering and Works, and in the time requested, the City, by resolution of Council, may at any time authorize the use of all or part of the cash deposits or letter of credit as referred to in Clause 17(a) hereof to pay the cost of any part of the Works the City and/or the Region may deem necessary. In the case of emergency repairs or clean-up of roads as noted in Clauses 14 and 18 hereof, the City and/or the Region may undertake the Works at the expense of the Developer without a resolution of Council.

(d) Upon the failure by the Developer to complete all or part of the Works in the time or times as stipulated in Schedules "F-1" and "F-2" of this Agreement, the City and/or the Region, by resolution of City Council, may draw the appropriate amount from the security and use the funds to arrange for the completion of the said Works, or in part thereof.

(e) The City agrees to reduce, from time to time, the amounts received as cash deposits or letter of credit as referred to in Clause 17(a) hereof, to an amount equal to 10% of the value of the completed services, plus 100% of the current value of the Works still to be undertaken, upon receipt of a Statutory Declaration that all accounts relative to the installation of the completed services have been paid.

The 10% retained for the underground services shall be held by the City until the expiration of the maintenance period and until final approvals for the underground works have been issued by the City and the Region.

The 10% retained for the above ground services shall be held by the City until the expiration of the maintenance period for the above ground services and assumption of the Works by by-law of City Council.

2i

17. cont'd

The City and/or Region is authorized to retain additional securities to maintain sufficient coverage for any escalation in costs relative to the items listed in Schedules "D-1" and "D-2"; such amounts to be determined solely by the City and/or the Region.

(f) The Developer shall furnish the City or the Region at any time and from time to time on demand, with a Statutory Declaration in a suitable legal form by or on behalf of the Developer that the Developer has paid all accounts that have become due and payable in connection with the engineering, construction, installation and maintenance of the Works.

MAINTENANCE PERIODS

18. (a) The Developer shall maintain all underground services and works for a period of one (1) year from the date of acceptance of those services by the Region and/or the City. Prior to the completion of the maintenance period, the Developer shall correct any deficiencies reported by the Region and/or the City. Notwithstanding the above, the Developer will be responsible for correcting any damages to the underground services and works caused by the construction of aboveground services or building activities until assumption of the subdivision by the City.

(b) The Developer shall maintain all roads up to base course asphalt, including curb base, for a period of three (3) years from the date of acceptance of those services by the City. All other aboveground works shall be maintained by the Developer for a period of one (1) year after acceptance. Prior to the completion of the maintenance period, the Developer shall correct any deficiencies reported by the City.

(c) The Developer shall maintain all road allowances within the Plan free of mud, dust and obstructions throughout the term of this Agreement. The Developer within 24

2j

18. cont'd

hours of verbal notification to him or his representatives by the City shall undertake such works as are necessary to clear and/or clean the road allowances. In the event the Developer fails to comply, the City may arrange for the necessary work to be undertaken at the expense of the Developer. The monies for these works may be drawn from the securities referred to in Clause 17(a) hereof. The Developer shall also be responsible for the clean-up of existing external roads upon which obstructions and/or mud and dust are deposited by any operations within the plan and all conditions detailed above for internal roads shall apply.

REQUIREMENTS FOR BUILDING PERMIT APPLICATIONS

19. The Registration of the Plan, or the acceptance by the City or Region of the Works shall not be deemed to give any assurance that building permits, when applied for, will be issued in respect of the Lots or Blocks shown on the Plan. No application for building permits on Lots or Blocks within the Plan shall be made and the City shall have the right to refuse any such application until:

(a) acceptance by the City with respect to construction of storm sewers and the Region with respect to the construction of sanitary sewers and watermains;

(b) the Developer has constructed the required access and builders road to the satisfaction of the City;

(c) confirmation is received by the City that water service applications have been completed to the satisfaction of the Region and that the required charges as determined by the Region have been paid;

(d) a certificate from the Consulting Engineer that the specific building to be erected on any Lot or building Block within the Plan and the proposed grading are in conformity with the overall grading plan or has received the approval of the City's Commissioner of Engineering and Works with respect to any variance to the grading plan;

19. cont'd

(e) all dead trees within the limit of the Plan have been removed;

(f) all buildings noted to be demolished are demolished with all materials removed from within the limits of the Plan;

(g) all required street name signs have been erected within the limits of the Plan and as required by this Agreement.

MINIMUM SERVICES FOR OCCUPANCY

20. No buildings erected on the Lots or Blocks within the Plan shall be occupied until the following services have been constructed for each Lot or Block:

(a) base course asphalt roads;

(b) curb and gutter;

(c) streetlighting and electricity.

FINAL ACCEPTANCE

21. Prior to the City's Council passing a by-law assuming the Works and releasing the Developer of his obligations, the following conditions must be complied with:

(a) the Developer shall obtain the approval of the Commissioner of Public Works for the Region and the Commissioners of Engineering and Works and Recreation and Parks for the City of Mississauga with respect to the construction and maintenance of the Works;

(b) the Developer shall furnish the City and the Region with a Statutory Declaration in a satisfactory legal form, declaring that the Developer has paid all accounts that are payable in connection with the engineering, installation, and maintenance of the Works and that there are no outstanding claims relative to the Works;

(c) the Developer shall furnish the City and the Region with a certificate from an Ontario Land Surveyor that he has found or replaced all standard iron bars shown on the Plan and has barred the limits of all sewer and watermain easements relative to the development of the lands at a date not earlier than one month prior to the end of the maintenance period of all of the above ground works as outlined in Clause 18 of this Agreement.

21. cont'd

(d) the Developer shall furnish the City with a certificate signed by the Consulting Engineer certifying that all Lots and Blocks have been graded in accordance with the overall grading plan, that there are no outstanding drainage problems for which the Developer is responsible.

UNDEVELOPED LANDS AND DEDICATIONS

22. Until the Works are assumed by resolution of the City Council, all undeveloped Lots and Blocks, including all dedicated road allowances or widenings, are to be graded and maintained in a manner acceptable to the City.

RIGHT OF ENTRY

23. The Developer agrees to retain a right of entry onto each Lot and Block in favour of the Developer and the City until such time as the subdivision is assumed by the City. Such right of entry will be for purposes of correcting any grading and drainage problems relative to the development of the lands within the limits of the Plan.

DEVELOPER'S EXPENSE

24. Every provision of this Agreement by which the Developer is obligated in any way shall be deemed to include the words "at the expense of the Developer" unless the context otherwise requires.

ATTACHMENTS

25. Schedules 'A' to 'F' attached hereto, form part of this Agreement.

RETURN OF SECURITIES

26. All securities, or remaining portions thereof, will be returned to the Developer within ninety (90) days of the passage of the assumption by-law by City Council provided no claims against such securities are received.

This Agreement shall ensure to the benefit of and be binding upon each of the parties hereto and its, his or her respective heirs, executors, administrators, successors and assigns.

2m

IN WITNESS WHEREOF each of the parties hereto has executed this Agreement under seal (SIGNATURES TO BE DATED)

SIGNED, SEALED AND DELIVERED)
In the presence of:)

DEVELOPER

_____

_____

_____

Date: _____

THE REGIONAL MUNICIPALITY OF PEEL

_____
Chairman

_____
Clerk

(CORPORATE SEAL)

THE CORPORATION OF THE CITY OF MISSISSAUGA

_____
Mayor

_____
Clerk

ACKNOWLEDGED BY:

THE REGIONAL MUNICIPALITY OF PEEL

(CORPORATE SEAL)

Regional By-law No. _____

_____
Commissioner of Public Works

THE CORPORATION OF THE CITY OF MISSISSAUGA

_____
Commissioner of Engineering & Works

_____
Commissioner of Recreation & Parks

City By-law No. _____

Developer's Signing Authority: _____
Please print or type name of Representative

Developer's Address: _____

_____

Developer's Business Phone Number: _____

Developer's Consulting Engineer: _____

20

The Cadillac Fairview Corporation Limited
1200 Sheppard Avenue East
Willowdale, Ontario
M2K 2R8

Attention: Mr. J. Ellison, P. Eng.

Markborough Properties Limited
6700 Mississauga Road
Mississauga, Ontario
L5N 2L3

Attention: Mr. D. Flood

Traders Associates Limited
55 City Centre Drive
Mississauga, Ontario
L5B 1M3

Attention: Mr. S.D. Lawson

Central Parkway Developments Limited
Suite 117
377 Burnhamthorpe Road East
Mississauga, Ontario
L5A 3Y1

Attention: Mr. V.S. Doerr

Pinetree Developments Limited
75 Ingram Drive
Toronto, Ontario
M6M 2M2

Attention: Mr. E. Bodnar, P. Eng.

Carma Developers Ltd.
Suite 211
201 City Centre Drive
Mississauga, Ontario
L5B 2T4

Attention: Mr. Don Newman

Proctor & Redfern Group
75 Eglinton Avenue East
Toronto, Ontario
M4P 1H3

Attention: Mr. E.W.C. Goddard, P. Eng.

R.E. Winter & Associates Limited
77 City Centre Drive
Mississauga, Ontario
L5B 1M5

Attention: Mr. N. Pappas, P. Eng.

Marshall, Macklin, Monaghan Ltd.
275 Duncan Mill Road
Don Mills, Ontario
M3B 2Y1

Attention: Mr. P. Marrs, P. Eng.

G. Eric Hanson & Associates Limited
77 City Centre Drive
Mississauga, Ontario
L5B 1M5

Attention: Mr. G. Eric Hanson

Allan C. Randles Limited
167 Queen Street South
Mississauga, Ontario
L5M 1L3

Attention: Mr. A.C. Randles, P. Eng.

29

MISSISSAUGA PEEL LAND CONSULTANTS LIMITED

377 BURNHAMTHORPE ROAD EAST
MISSISSAUGA, ONTARIO
L5A 3Y1

TELEPHONE
276-7690

August 4, 1981

ENGINEERING WORKS & BLDG. DEPT.
RECEIVED FILE
AUG - 4 1981

Route To	Initials	Date
W.S.T.		81-08-05
[illegible]	RWB	81/08/05

cc RWB.
given to 81-08-06

Mr. William P. Taylor, P.Eng.
Engineering and Works Department
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Sir:

Re: Residential Subdivisions
Draft Engineering Agreement
Revisions
Your File: 14 111 00001

The following are my comments on the proposed engineering agreement as requested in your letter of June 29, 1981.

Clause 1(a) - I presume that the developer's consulting engineer is to only coordinate the geological, environmental and hydrological investigations, reports etc. The clause as presently worded seems to require that he also prepare such reports.

Clause 1(f) - If it is intended that the developer's consultants supply full time supervision and inspection then an equivalent reduction should be made in the engineering fees which the City collects presently to cover its full time inspection services. Otherwise there will be a double payment of fees for inspection.

...2

4. The developer is responsible for installation of services in the subdivision therefore he must have the engineers acting on his behalf. Only if the City were to undertake subdivision servicing should the Committee's proposal be even considered.

I apologize for the delay in submitting my comments on the proposed engineering agreement.

Yours very truly,

for MISSISSAUGA PEEL LAND CONSULTANTS LIMITED

V. S. Doerr

VSD/bj

V. S. Doerr, P.Eng.

6) Item 1(u) - Some of the private utility companies operate in the field quite independently of the consulting engineer (example Bell & Gas). Perhaps these utility companys should be asked to certify that they are within the City's right-of-way in accordance with plans approved by the P.U.C.C.

7) Item 3 - I would suggest that a description be made in the subdivision's requirements book outlining what degree of change has to be approved by the City Engineer or the Regional Engineer. Certainly the greater number of field changes that occur during construction can simply be noted on the as constructed drawings.

8) Item 4(b) - I would suggest that this be reworded; perhaps the simplest way would be to define "works" at the front of the agreement to be those pertaining to the City and Regional Engineers and the "landscaping" to be simply referred to as such, also as a definition.

9) Item 9(a) - It is assumed that schedule F1 is effectively what is now addendum #1 and it is suggested that a format for this schedule F1 be established (ditto for schedule F2).

10) Item 18(a)- The "date of acceptance" being the preliminary approval should be defined. Similarly above ground works in item 18(b) should be defined.

11) Item 19 - No reference is made to schedule C of the engineering agreement being the schedule outlining restrictions to the issuance of building permits. Items 19(f) and (g) could be outlined on this schedule C as applicable.

12) Item 20 - I would suggest that a simple reference to schedule F1 would be sufficient. It is noted that final lot grading certification is not specifically mentioned as being a minimum service for occupancy. I would suggest that the City is losing a significant lever in this respect.

13) Item 26 - The return of the securities to the developer within 90 days of the final assumption bylaw being passed seems unnecessarily tardy.

The proposal of the developers' consulting engineer to be retained by the City I would suggest would be similar to a man having two wives, he being perpetually perplexed as to whom he should be providing the most attention to.

...3

3. On Page 2, item 1(f) - full time supervision and inspection is a costly matter for small projects. Perhaps the words "depending on project size" could be added.

4. On Page 3 item 1 (i) the word 'representative' is not appropriate for the provision of consulting engineering services, simply because it is a service role. If one represents the owner, the unbiased consulting role is removed possibly to the detriment of the project, especially in the case of abuse of the role.

5. Item 1 (k) would not seem to be a matter for the developer's consultant, unless the whole problem of the builder and homeowner is made a subject for inclusion in the agreement.

6. In item 1 (l) it is recommended that the words "before occupancy" be added.

7. If our comment 6 is accepted, then item 2 (b) is redundant. In this connection, an item 20 (d) should be added: "(d) Final lot grading certificate is issued."

8. Item 1 (n) is more properly an assurance that should be given by the Utility company.

9. In item 9, presumably a format similar to Addendum #1 would be worked out.

The only benefit of the Consulting Engineer being retained by the City would appear to be the assurance that the consultant would be paid without any attendant benefit to the City. As a matter of fact, it would simply add to the already onerous tasks thrust upon City staff, without any particular benefit.

Yours very truly,

R. E. WINTER & ASSOCIATES LTD.

N. D. Pappas, P.Eng.
Vice-President

NDP:CMS

MEMBER OF ASSOCIATION OF CONSULTING ENGINEERS OF CANADA

Developers Ltd.

24

August 4, 1981

ENGINEERING WORKS & BLDG. DEPT.
RECEIVED
AUG - 4 1981

Mr. Wm. P. Taylor,
Commissioner,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario

Dear Mr. Taylor:

Re: Revised Engineering Agreement
City of Mississauga

Further to your recent request, I have reviewed the Revised Engineering Agreement and would comment as follows:

(1) In general, the new agreement tends to detail the requirements of the City more clearly than the old agreement.

(2) The new agreement recognizes the present two-tier system of government and tends to refer more to the City and Region, where as the previous agreement referred only to City requirements.

(3) The new agreement deletes reference to the Ministry of Housing which gives recognition to the new powers delegated to the Region of Peel by the Minister.

(4) Consulting Engineer: The duties of the consulting engineer are changed rather significantly with more detail required than what has been traditionally considered necessary.

In particular, items 1(K) and 1(J) which require the consulting engineer to prepare individual lot grading plans usually prepared by the architect and to certify said grades at the top of foundation. To comply with this procedure will require additional site visits, delays in the issuance of building permits and construction completion.

In addition, 2(b) requires that the final lot grading certificate be issued prior to occupancy rather than within twelve (12) months of the issuance of a building permit.

All this means additional aggravations, expense and delay for both the builder and developer while placing the entire onus for conformity to standards on the consulting engineer.

Suite 211, 201 City Centre Drive, Mississauga, Ontario L5B 2T4, Tel. (416) 270-7100

cont'd....2/

(5) Item 10(a) recognizes the ability to pre-service prior to registration. This will take the uncertainty out of the aspect of the servicing sequence.

(6) Insurance: Item 16 requires an increase in the insurance amount to $2,000,000., double the usual requirements.

I would suggest this is excessive in most instances. Perhaps a fluctuating scale would be more advantageous.

(7) Consulting Engineer: In your covering letter you have mentioned a system whereby the City would retain the services of the Consulting Engineer rather than the developer.

From a business viewpoint, I would be reticent to subscribe to a system whereby the design, timing and expenditures associated with subdivision development are the responsibility of individuals outside the developer's direct control and sphere of influence.

There are examples of this procedure being implemented in other area municipalities. The end result has been a servicing expenditure and time delay factors considerably in excess of those currently being experienced in municipalities where the traditional mode of development is being followed.

I sincerely hope that these comments will aid you in the proposed revision revision of the Engineering Agreement.

Yours very truly,

CARMA DEVELOPERS LTD

D.D. Newman,
Senior Development Manager

sdc:

Suite 211, 201 City Centre Drive, Mississauga, Ontario L5B 2T4, Tel (416) 270-7100

2aa

Pinetree Development Co. Limited

75 Ingram Drive, Toronto, Ontario M6M 2M2, Telephone 245-4644

VIA COURIER

August 5, 1981

ENGINEERING WORKS & SERV. DEPT.
RECEIVED FILE
AUG 10 1981

To	Initials	Date
WPT		
GE Inc		
Eastlake Works		

Mr. W. P. Taylor, P.Eng.,
Commissioner of Engineering
& Works
City of Mississauga
1 City Centre Drive
MISSISSAUGA, Ontario

Dear Bill:

Re: Residential Subdivisions Draft
Engineering Agreement Revisions

Thank you for giving me the opportunity to review the new draft. It appears to be a well put together and operable document. I note that the City and Region have taken a couple of additional things here and there, but that is to be expected.

I shall confine my comments to the pros and cons of having the City retain the Consulting Engineer with the Developer being responsible for paying him.

As an advantage and assuming that the Consultant is hired as an extension of the City Engineering Department thereby resulting in little, or any, processing of his work as we now know it, a considerable amount of time could be saved in the development process. However being realistic and recognizing that organizations change, it would be unrealistic to believe that the processing, if eliminated, would stay eliminated over a period of time.

As a disadvantage, I see the administration of consulting work by one body as being a significant burden for the City to handle. As it now exists, there are many Developers involved carrying out that function, many of whom have gained considerable experience over the years. Secondly, the matter of fees must be considered and it is sometimes possible through payment arrangements, etc. for a Developer/Owner to negotiate a more advantageous fee structure. Thirdly, I would see the Commissioner of Engineering and Works come under a great deal of pressure from many Consultants in order that they be selected to carry out the work. I see this as an unnecessary burden to you and there would also be a considerable loss of time in having the appointment ratified by City Council, as I am sure would be necessary. Another item bearing consideration is the compatibility between the Consultant and the Developer. I am sure in the process they would have to get together and thrusting two parties that are not compatible could create unnecessary difficulties.

...../2

In balance, therefore, I believe the existing system should continue, although theoretically there may be some reasons for change.

We have previously discussed means in which processing time could be cut down and from experience the necessity for processing time has become necessary through the occasional submission of initial work that is lacking a high degree of professionalism. I have sometimes felt that the reasons for these kind of submissions to be either through lack of experience or the fact the Consultant may be extremely busy. Recognizing that there is a high degree of processing done by the City, a submission may be submitted that has not gone through the normal or usual checking in the Consultant's office. I know that over the years the City and Region has developed a comprehensive and first-class set of standards and criteria for the guidance of Developers and their Professional Engineers. It is my contention that satisfactory results would be forthcoming if the following happened.

a) The Consultant were selected by the Developer from an approved list of consultants satisfactory to the City and Region. These would have to be individuals or firms with experience in the field.

b) The City and Region conducted an indepth meeting with the Consultant in which the Consultant would prepare basic schemes and overall concept designs, such as sizes of sheds, routing of sewer systems, etc. for the approval of the City. Following this approval, the Consultant ought to be able to provide all the remaining details required for the Engineering Agreement without further checking by the City.

c) It would be necessary for the City to put the full obligation upon the Consultant to make sure that the City's and Region's standards are met, with failure to do so, resulting in that Consultant's suspension from the approved list.

Bill, I am not sure if the above procedure would cause any conflicts within the profession, and the suspension of a firm or an individual's right to work within the City or Region may be too onerous of a responsibility for you as Commissioner of Engineering and Works to accept, but I felt it was a method that was worthy of consideration.

Yours very truly,

PINETREE DEVELOPMENT CO. LIMITED

Ernie Bodnar

E. Bodnar, P.Eng.,
Vice-President
Real Estate Development

EB/ar

MEMORANDUM

FILE REF : 11 141 00030
13 211 00207

Agenda - Item 5 - May 21/81

The Chairman and Members of
Public Works Committee
City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept. Engineering and Works

REQUEST NO's. 64-81 and 82-81. May 7, 1981

~ 161-79

LADIES & GENTLEMEN :

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

SOURCE : Deputation made by Mr. D. Hoerz at the Council meeting held on March 30, 1981.

Letter dated March 11, 1981, from Mr. W. Marshall, 3337 Queen Frederica Drive, Mississauga, L4Y 2Z9.

COMMENTS : At its meeting of March 30, 1981, Mr. D. Hoerz appeared before Council to speak on a number of matters of concern to him.

One of his concerns was the installation of unwarranted STOP signs in Mississauga. Mr. Hoerz's suggestion was that consideration be given to STOP signs on one street and YIELD signs under the intersecting street. This suggestion is not workable and would result in conflicting modes of control at an intersection, and one that is not permitted under the Highway Traffic Act.

Under the Highway Traffic Act, when approaching a STOP sign, a motorist is required to bring the vehicle to a full stop immediately before entering the intersection and shall yield the right-of-way to traffic in the intersection or approaching the intersection. The motorist approaching a YIELD sign must, as required by the Highway Traffic Act, slow down to a reasonable speed or stop if necessary, and shall yield the right-of-way to traffic in the intersection or approaching the intersection. Therefore, you would have a vehicle on one street slowing down and yielding the right-of-way to another vehicle which is required to stop under the Highway Traffic Act.

continued ...

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS : continued ...

Also, at its meeting of April 27, 1981, Council referred to the attached letter from Mr. W. Marshall to the Public Works Committee for report. Mr. Marshall also expressed concern about the over abundance of STOP signs and the wasting of energy caused by them. He also expressed concern regarding the wasting of energy while stopped at traffic signals.

Mr. Marshall referred to the traffic signals at Blundell Road and Dixie Road which are under the jurisdiction of the Region of Peel. The Region of Peel has been advised of this complaint and will be investigating and replying accordingly.

The City has set up its existing traffic signal equipment to handle the traffic volumes in the most efficient manner, however no further major improvements in traffic flow efficiency can be achieved until the traffic signals are interconnected and co-ordinated. As Council is aware, a study is currently under way for the connection of the traffic signals in Mississauga to a central control computer.

The City of Mississauga presently has 170 existing multi-way stops. Without an extensive review of the past files, it is difficult to determine the exact number of these multi-way stops which are not warranted on the basis of sound engineering practice, however our estimate would be that 80% of the existing multi-way stops are unwarranted and were installed by resolution of Council.

The Credit Woodlands Pilot Project - Final Report which was received by Council at its meeting of March 12, 1979, recommended that all-way stops be installed on the basis of criteria contained in the report. This report was referred to the Traffic Safety Council for comment and it was subsequently recommended that a traffic study be done after the opening of the Burnhamthorpe Road Bridge over the Credit River.

The following are the Traffic Engineering criteria contained in the Credit Woodlands Pilot Project - Final Report :

continued ...

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

CRITERIA FOR THE INSTALLATION OF ALL-WAY STOP SIGNS

All-way stop sign installation may be considered if any of the following conditions exist :

1. Volume

a) Total vehicular volume entering the intersection from all approaches must average 300 per hour for any eight hours of an average day. (Twenty-four hours equivalent approximately 4,000 vehicles).

b) In addition, the vehicular volume entering the intersection from the minor streets for the same eight hours must average at least :

i) 1/3 of the total volume entering the intersection (100 per hour minimum) in the case of a 4-way intersection

or

ii) 1/4 of the total volume entering the intersection (75 per hour minimum) in the case of a 3-way intersection

2. Accidents

Five or more of types susceptible of correction by STOP signs within a 12 month period, with satisfactory observance and enforcement of less restrictive control.

3. Visibility

The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 200 ft.

4. Residential Area

Volume warrants to be reduced to 60% of the values above if ALL of the following conditions are met :

a) Both streets have residential frontage with existing speed limits of 50 km/h or less

b) Neither street is designated as an arterial or major collector street in the Official Plan

continued ...

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

c) Neither street exceeds 40 ft. of roadway width

d) No existing STOP sign or signal is located on the more heavily travelled street within a distance of 800 ft.

e) Roadways extend 800 ft. or more away from the intersection on at least three sides

f) Installation of an all-way stop is compatible with overall traffic circulation needs for the residential area

---

These traffic engineering criteria were developed and are used by the Traffic Section to ensure that neighbourhood traffic control measures are utilized in a reasonable and uniform manner throughout the City. It should be noted that these criteria have two sections. Section 1 is designated the full warrant, and the second section is designated for residential areas. The volume warrants for the residential areas represent 60% of the full warrant and have been developed to give special consideration to traffic conditions in residential areas.

As indicated previously a conservative estimate of the number of unwarranted all-way stops is 80% of the total, or 134 locations.

Most of the unwarranted all-way stops have been installed for the purposes of speed control and/or discouraging traffic which is not local to the street in question. Studies and experience have shown that the signs are not generally effective in reducing speed along the overall section of roadway and in fact, may cause an increase in vehicle speed on the roadway sections beyond the all-way stop. The use of all-way stops for speed control or cut through traffic can eventually produce very serious consequences. The Police cannot be on hand at all locations at all times to ensure observance of these devices. Voluntary observance is forthcoming only for so long as the driver can recognize the logic behind the use of the STOP sign. As soon as widespread misuse

continued ...

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

becomes obvious, observance starts to decrease, not only at the one location where a particular driver may be exposed to it, but all locations where the same device is used. This effect becomes particularly important where children cross at the intersection and can be lulled into a false sense of security by the placement of the STOP sign. Other pedestrians and drivers on the minor road also can be given a false sense of security.

STOP sign observance studies were conducted at locations in the Credit Woodlands under the Credit Woodlands Pilot Project. These studies found that an average of 78% of the total vehicles did not complete a full legal stop during the peak period, including 19% of the total vehicular volumes which demonstrated a total disregard for the stop condition by proceeding through at speeds greater than 5 km/h (3 mph). During the off peak period an average of 68% of the observed traffic did not stop completely including 19.7% at speeds greater than 5 km/h (3 mph).

There have been numerous studies to determine the fuel consumption a vehicle uses when going through a stop-go cycle. It has been found that a vehicle consumes approximately 0.0367 litres of gasoline when decelerating from a speed of approximately 50 km/h to a stop, and then accelerates to a speed of approximately 50 km/h again. This consumption assumes essentially no idling time which would be the situation encountered on the major road at an all-way stop when the intersecting street and its traffic volumes are of a minor nature.

The attached chart indicates the consumption of gasoline at a STOP sign during a stop-go cycle on a daily and annual basis for various Average Daily Traffic volumes on a roadway. The chart also shows the annual gasoline costs based on an average cost of 34¢/litre. These calculations do not include fuel consumed during idling at an intersection. If an all-way stop is installed on a major road, there would be idling time involved which would increase fuel consumption.

A preliminary review of representative unwarranted all-way stop locations has indicated that the average AADT on the major road at these locations is approximately

continued ...

SUBJECT : Unnecessary STOP signs in the City of Mississauga

COMMENTS : continued ...

3,000 per day. The average gasoline consumption on the major street would average 40,187 litres/year (8,832 gallons/year) per all-way stop. The total average cost of gasoline per intersection would be $13,664. Therefore, as there are approximately 136 unwarranted all-way stop locations in the City, the total amount of gasoline consumed at all of these locations by vehicles on the major road is approximately 5,465,432 litres/year (1,201,560 gallons/year) at a total cost of $1,800,000/year.

It should be noted that there are other factors in addition to energy that should be considered when installing an all-way stop, such as pollution, nuisance, vehicular maintenance and increased accident experience.

RECOMMENDATION : In view of the high energy consumption and other associated factors to the motoring public required to comply with the unwarranted all-way stop signs on residential streets, it is recommended that the "Criteria for the Installation of All-Way Stop Signs" contained in this report be adopted.

ORIGINAL SIGNED BY

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday

JWT:jb

RECEIVED
APR 14 1981
MAYOR'S OFFICE

March 11,81

4649

APR 15 1981

F.CC.GC.05

They're $750,000 gas guzzlers

By Susan Pigg Toronto Star

Fewer stop signs could save Metro drivers more than 500,000 gallons of gasoline each year, says North York's traffic commissioner.

Syd Cole has argued during the past five years that such municipalities as North York should remove unnecessary signs because each needless stop and start eats up thousands of gallons of gasoline annually.

Cole has finally won support for his energy-conservation efforts in the Metropolitan Toronto-Area Transportation Energy Study commissioned by Metro, the TTC and the Ministry of Transportation and Communications.

Among energy-saving recommendations in the four-volume report is what Metro roads commissioner Sam Cass calls "the most



simple, but the hardest (recommendation) to implement" — elimination of the red and white signs that have sprouted up on hundreds of street corners in the past few years.

"We're talking about a very gigantic saving of gas, but the possibility of implementing it would probably be zilch," Cass said in an interview yesterday.

Cole said many signs have been springing up recently because of residents' pressure on aldermen to erect signs for fear of losing votes.

Cole said studies indicate each needless stop and acceleration in a 30-mile-an-hour zone wastes about 1/100 of a gallon of gas at a cost of about 1.5 cents each time.

He said traffic studies done in North York indicate the volume of traffic stopped and started at its 268 four-way stops each day adds up to about 100,000 gallons of wasted gas each year — and about five times that much in the whole of Metro.

And that estimated 500,000 gallon waste has a staggering price tag for Metro drivers of about $750,000.

Resolution for Report # 82-81

DEAR MAYOR:

The above article was in a recent issue of the Toronto Star. I have removed it to send to you because I believe that MISSISSAUGA has an over-abundance of our own [illegible] signs and that we too are not doing anything to help the fuel shortage. We are also spending untold dollars paying for gas that is used up while sitting motionless at useless traffic lights. Just to mention one....the bite at the corner just south of Duncan on Dixie that allows drivers to enter & leave the diver test area. This is not used at nite yet there we sit idling, wasting gas. Many streets have far too many stop signs just as the story says. It's expensive & anoying. [illegible]

Hope you can do something to alevlate this problem and in any case keep up your good work.

Yours truly

Walter Marshall

Apr 21/81

Referred to W. Taylor for Report to General Committee

EXCESS GASOLINE CONSUMED PER STOP-GO CYCLE BY VARIOUS LEVELS OF AVERAGE DAILY TRAFFIC VOLUMES

AVERAGE DAILY TRAFFIC	LITRES OF GASOLINE CONSUMED PER DAY	LITRES OF GASOLINE CONSUMED PER YEAR	GALLONS OF GASOLINE CONSUMED PER YEAR	TOTAL COST OF GASOLI CONSUMED PER YEAR (AT 34c/LITRE) $
100	3.67	1,340	295	455
200	7.34	2,679	589	911
300	11.01	4,019	883	1,366
400	14.68	5,358	1,178	1,822
500	18.36	6,701	1,473	2,278
600	22.02	8,037	1,766	2,732
700	25.69	9,377	2,061	3,188
800	29.36	10,716	2,355	3,643
900	33.03	12,056	2,650	4,099
1,000	36.70	13,396	2,938	4,555
2,000	73.40	26,791	5,888	9,109
3,000	110.10	40,187	8,832	13,664
4,000	146.80	53,582	11,776	18,218
5,000	183.50	66,978	14,720	22,773
6,000	220.20	80,373	17,664	27,327
7,000	256.90	93,769	20,615	31,881
8,000	293.60	107,164	23,553	36,436
9,000	330.30	120,560	26,497	40,990
10,000	367.00	133,955	29,441	45,545

MEMORANDUM FILE: 13 211 00207

To: Joseph V. Falke and John W. Thomas From: William P. Taylor, P. Eng.

Dept. Engineering and Works Dept. Commissioner

April 28, 1981

RE: "Stop" Signs

At last night's Council Meeting the attached copy of letter appeared on the Agenda and was referred to the Public Works Committee for consideration.

As you can see this letter takes strong exception to the proliferation of "Stop" signs throughout Mississauga.

In addition, we had a deputation at Council - Mr. D. Hoerz - again protesting the number of "Stop" signs in use.

Would you please prepare a report for my signature in response to Requests Numbers 64-81 and 82-81. This should be completed by May 7, 1981 in order to be put on the next Public Works Committee Agenda.

William P. Taylor, P. Eng.
Commissioner.

WPT.mh

att.

c.c. Mrs. Pat Johnston

Rec'd - Date Apr. [illegible]		
Eng. & Works - File		
Route To	Initials	Date
JT	✓	
JL		

Mississauga, Ontario.
June 10, 1981

Dear Mayor McCallion

I have never had occasion to write to the Mayor of Mississauga before but these problems have been bothering me for sometime.

We have lived at this address for over six years. Of course, our taxes have been steadily climbing but the township has never done anything to improve the appearance of our street. Our particular ditch is very deep and the roadside of the ditch is caving in. Twice men from the township have poured asphalt on the edge and every time the asphalt falls a little more down the side so now there's more asphalt on the side than grass. Surrounding streets; namely Ninth St., Northmount, have had their ditches scraped with new sod laid. When will Tenth St. be done?

The other complaint I have is about all the "STOP" signs on Alexander Ave. Unfortunately, I signed the petition; however, I did not know 3 sets would be installed. Between the crossing guard at Tenth St. and the sharp bend in the road on Alexander speeding traffic has never been a problem. I really feel one "STOP" sign at Eighth or Halliday is sufficient to break the flow of traffic. Whatever happened to the efforts of conserving our precious energy. Can you have two sets removed or do we require a petition. I can assure you that I am not the only one that feels this way.

Would appreciate your comments.

Yours truly,

Barbara Casey (Signed)

GENERAL COMMITTEE OF COUNCIL

W. H. Munden

City Treasurer

July 28, 1981 G. C. DATE AUG 5 1981

9616

E.02.01

SUBJECT: FENCING ON CITY OWNED PROPERTY - FAIRBIRCH DRIVE AT C.N.R.

ORIGIN: Engineering and Works.

COMMENTS: The Engineering and Works Department requests to have installed approximately 875 lin. ft. of EVERCRETE H.D. Series Fencing consisting of Pigmented Concrete Panels to replace an existing wood fence at the above location.

The Engineering and Works Department have approached the residents of the area with several alternatives for fencing, such as steel fencing ($36.00/lin. ft.) and concrete block fencing ($100.00/lin ft.) However, the ratepayers have directly requested the EVERCRETE product ($35.75/lin. ft.) and Engineering and Works concur with this decision.

The estimated cost for the EVERCRETE type fencing is $31,300.00, which would normally require the calling of public tenders.

It is manufactured by Evercrete Limited and is available from one source only as industrial and commercial installations are handled exclusively by the manufacturer, Evercrete Limited. It is, therefore, requested that the requirement under the Purchasing and Tendering By-Law of calling for public tenders be waived, and that the EVERCRETE fencing be purchased from the manufacturer, Evercrete Limited.

The Department's estimate was $25,000.00. Funds are available in the Engineering and Works Department's Current Budget Account No. 08218-05-9112-07.

RECOMMENDATION: That the requirement of calling for public tenders be waived, and that the supply and installation of EVERCRETE H.D. Series Fencing between the C.N.R. Tracks and Fairbirch Drive be obtained from Evercrete Limited, at $35.75 per lin. ft., for an estimated expenditure of $31,300.00.

W. H. Munden
City Treasurer

E. M. Andrews
Director of Purchasing & Supply

W. P. Taylor, Commissioner
Engineering & Works Department

EMA/pr
cc: Mr. E. M. Halliday
Mr. W. P. Taylor

MEMORANDUM FILE: 16 111 69054
11 141 00039

To Chairman and Members of the
Dept. Public Works Committee

From William P. Taylor, P.Eng.
Dept. Engineering and Works

August 10, 1981

SUBJECT: Noise Fencing between the C.N.R. right-of-way and Fairbirch Drive.

ORIGIN: General Committee Meeting of August 5, 1981 - Item 1082.

COMMENTS:

RECEIVED
REGISTRY No. 9962.
DATE AUG 11 1981
FILE No. L.02.61
CLERK'S DEPARTMENT

Our report of July 28, 1981 was deferred for two reasons. One was to enable a second price to be obtained with respect to noise abatement fencing from another supplier than Evercrete Limited, and the second was so that Public Works Committee could examine the initial reason the noise abatement fence was installed between the C.N.R. right-of-way and Fairbirch Drive.

Firstly, it will be easy to obtain a quotation from a second supplier as this information has been given to the City Clerk by Councillor Marland. With respect to the noise abatement wall itself, this was a condition imposed by the Minister when this plan was approved by the Province in 1973. Unfortunately when it was necessary to implement this condition, due to the inexperience of everyone concerned, a fence was installed 8' high and the panels were of solid plywood construction. In the last eight years, with the wind conditions we experience in Mississauga, a number of sections of the fence have been blown down, resulting in a repair cost to the City to date of $10,300.00. In 1980 this department made a judgment decision that no more temporary repairs would be carried out to this fence, but rather an amount of $25,000.00 would be included in the 1981 budget, and permanent repairs would be done.

continued...

COMMENTS:
(continued)

We wish to advise Committee that this is the only noise abatement fence which has been installed in Mississauga adjacent to a road allowance and the railway tracks, and there is one other such installation being proposed by Mr. Murray Elia, adjacent to the C.P.R. line north of Burnhamthorpe Road.

Based on the foregoing, we would suggest to Committee that they might wish to consider forwarding the following recommendations to General Committee:-

RECOMMENDATIONS:

1 - That where a City street serving residential properties abuts a railroad track in plans of subdivision which have presently not been registered, the developer be required to construct a noise abatement wall and post a bond to maintain same for a period of 20 years.

2 - That where a noise abatement wall was required in a plan of subdivision prior to August 1, 1981, between a road allowance and a railway right-of-way on a residential street, and the fence has subsequently deteriorated to a condition where it must be either repaired or replaced, the City of Mississauga will carry out the replacement at the City's cost.

3 - That the City Treasurer be instructed to obtain prices for replacement of the 8' high noise abatement fence on Fairbirch Drive from Evercrete Limited and an acceptable alternative supplier of an equivalent product.

William P. Taylor, P. Eng.
Commissioner.

WPT.mh
c.c. E. M. Halliday.

Cn'l 5

Mr. W. P. Taylor, P. Eng., Commissioner
Engineering and Works

Steven W. Mahoney
Councillor, Ward 8

May 22, 1981.

Further to my experience in spending a day in a wheelchair, I would like to ask you to investigate any areas of the City which might require the curbs cut to allow access for a handicapped person confined to a wheelchair.

I attempted to cross Highway 10 at King Street and found myself on the west side of the street unable to get up on the sidewalk without assistance.

I am sure there are many areas in the City where these access ramps need to be cut, and I think it is something that we should be attempting to catch up with.

Steven W. Mahoney
Councillor, Ward 8

SWM/c

5a

MEMORANDUM FILES: 11 141 00039
17 111 81114

To Chairman and Members of the
Dept. Public Works Committee

From William P. Taylor,P.Eng.
Dept. Engineering and Works

August 10, 1981

SUBJECT: Ramping of sidewalks at the curb for the handicapped.

ORIGIN: Engineering and Works Department.

COMMENTS!

RECEIVED
REGISTRY No. 9961
DATE AUG 11 1981
FILE No. F.05.02
CLERK'S DEPARTMENT

In preparing the 1981 Budget,Council expressed concern that in the "Year of the Handicapped" not enough money was being spent on creating ramps on the sidewalks at road intersections. In order to do so something about this,extra money was put in our 1981 budget under "Sidewalk Reconstruction" to carry out this work in addition to more sidewalk reconstruction. As of this date - August 10, 1981 - we have replaced the existing sidewalk on Queen Street in Streetsville (the east side) with ramps where the walk intersects the road. Further, all new sidewalk work being carried out this year, whether new sidewalks or repair work on sidewalks, incorporates ramping where the walk meets the curb at intersections.

Councillor Mahoney has asked that the Public Works Committee review what we are doing this year with respect to ramping as he has indicated he does not think what is being done is adequate. We would recommend to Committee that they might wish to consider instructing this department to carry out curb ramping on Dundas Street between Confederation Parkway and Kirwin Avenue where such ramping has not been done in the past.

RECOMMENDATION: That the 1981 Sidewalk Program be adjusted to include curb ramping on both sides of Dundas Street between Confederation Parkway and Kirwin Avenue.

William P. Taylor,P.Eng.
Commissioner.

WPT.mh
c.c. E. M. Halliday.

FORM 145

ROBRAN CONSTRUCTION LIMITED,
270-8170:ext. 74, 75
CITY OF MISSISSAUGA - GARBAGE CONTRACTORS

To the Residents of: _____

Dated:_____ Signed _____

The material you have set out has not been taken because:

____ It was put out after the required time of 7:30 a.m., and the truck had already cleared the area.

____ Proper receptacles must be used. These include only plastic garbage bags or covered, watertight receptacles which are not more than 30 inches high or 18 inches wide, and in all cases shall not weigh more than 50 pounds when full.

____ All brush, cardboard and newspaper must be "securely tied into compact bundles or parcels not exceeding 2½ feet in any dimension or 4 feet in length" and "shall not weigh over 50 pounds". These are to be kept separate from your other garbage.

____ Animal waste, sod, earth, stone or building material are not allowed to be set out for collection.

____ OTHER _____

All conditions as noted above conform with the City of Mississauga By-Law #158-81. Copies of this bylaw can be obtained at the City Works Department.

66

City of Mississauga

MEMORANDUM

To William P. Taylor, P. Eng.

Dept. Commissioner of Engineering and Works

From Keith A. Cowan, P. Eng.

Dept. Commissioner of Building

RECEIVED
REGISTRY No. 9963.
DATE AUG 11 1981
FILE No. F.05.04.03
CLERK'S DEPARTMENT

August 4, 1981

Re: Brush and Debris Summer Program

As you are aware, we have had the five summer students working under the direction of the By-law Enforcement Section for the past two weeks.

The program is working very well. The entire south section and major trouble areas of the City have been patrolled and violation notices issued.

From the 1200 plus notices which have been issued, check-backs revealed that 85% had co-operated and either bundled or removed the brush.

You will be further advised of our progress in two weeks, at which time we will be in a position to proceed with court action against any person who has not complied with the provisions of the by-law.

Keith A. Cowan, P. Eng.
Commissioner

MCB/mc

ENGINEERING WORKS
RECEIVED FILE
AUG 10 1981

File To	Initials	
W.P.T		
A.F.M		
P.W		

FORM 145

PUBLIC WORKS COMMITTEE — SUMMARY OF UNFINISHED BUSINESS — Page 1

DATE: AUGUST 13,1981

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb.19/81 Planning Committee Mar. 3/81 Council Mar.9/81	Aug. 30/81	2
141-81	Eng. & Works	Installation of Traffic Control Devices	Public Works of May 21/81	Aug. 14/81	1
164-84	Eng. & Works	Security of Equipment at Various Construction Sites	Council July 15/81 (S. Mahoney)	Aug. 13/81	0
167-81	Eng. & Works	Garbage Collection Contract	Public Works of June 18/81	Aug. 13/81	0
168-81	Eng. & Works	Sod Damage to Boulevards	Public Works of June 18/81	Aug. 13/81	0
182-81	Eng. & Works	Region of Peel Truck Route Network Study	Letter of June 30/81 from Ont. Trucking Assoc.	Sept. 17/81	0

CITY OF MISSISSAUGA

ENGINEERING AGREEMENT

THIS AGREEMENT made in octuplicate with the authorization by-law for execution by the municipal authorities passed by the Region on _____ and the City on _____,

BETWEEN:

hereinafter called the "Developer"

OF THE FIRST PART:

- and -

THE CORPORATION OF THE CITY OF MISSISSAUGA

hereinafter called the "City"

OF THE SECOND PART:

- and -

THE REGIONAL MUNICIPALITY OF PEEL

hereinafter called the "Region"

OF THE THIRD PART:

WHEREAS the lands to be serviced by this Agreement and described in Schedule "A" to this Agreement, are hereinafter referred to as the "Lands" and are reported to be _____: and

(area)

WHEREAS the Developer warrants that he is the registered owner of the Lands and has applied to the Region for approval of a Plan of Subdivision thereof, hereinafter referred to as the "Plan"; and

WHEREAS this Agreement is supplemental to Financial Agreement between _____, the City, and the Region, dated the _____ day of _____, 19__; and

WHEREAS the City and the Region require the Developer to agree to construct and install certain sanitary sewers and connections, storm sewers and connections, watermains and water service connections, roadways, structures, sidewalks, landscaping, parks, streetlighting, conservation works, lot grading and any other requirements as hereinafter provided and herein referred to as the "Works" and to make financial arrangements with the City and the Region for the installation and construction of required services before final approval of the Plan; and

1. cont'd

(h) to provide co-ordination and scheduling to comply with the construction and maintenance timing provisions of this Agreement;

(i) to act as the Developer's representative in all matters pertaining to the construction and maintenance; for all works specified in this Agreement;

(j) to furnish the City with a certificate and a certified lot grading plan with respect to each lot or block for which a building permit application is made, certifying the proposed construction is in conformity with the overall grading, municipal servicing, and environmental requirements;

(k) to certify to the Commissioner of Building, with respect to each lot or block for which a building permit has been released, that the final footing and top of foundation elevations are in conformity with the Building Code and the certification and grading plan furnished in (j), such a certificate is to be submitted prior to the building's superstructure works proceeding;

(l) to furnish the City, for each lot or block within the Plan, a certificate with respect to the final lot grading, certifying that the finished building and grading elevations have been found to be in conformity with the certification and grading plan furnished in (j) or as otherwise approved by the Commissioner of Engineering and Works;

(m) to furnish the City and/or the Region with a certificate stating that all of the Works have been completed in accordance with the drawings and specifications, as may be amended from time to time, which form part of this Agreement;

(n) to ensure that the utilities, such as Bell, Gas, Cable T.V., Hydro and others, are located in the road allowance in accordance with the plans approved by the City of Mississauga P.U.C.C.

DRAINAGE AND GRADING

2. (a) All lots and blocks within the Plan and all lands abutting the Plan shall be graded to drain in accordance with the overall grading plan as approved and when required by the Commissioner of Engineering and Works.

(b) A final lot grading certificate will be issued for all lots and blocks within twelve (12) months of the issuance of a building permit for each lot and block.

AMENDMENTS TO PLANS OF WORKS

3. The Developer and the engineers employed by him shall have any amendments to the plans and specifications for all Works approved by the Commissioner of Engineering and Works, except for Landscaping and Parks Works, in which the Commissioner of Recreation and Parks shall approve the amended plans and specifications, and except for those works for which the Region is responsible, in which case the Commissioner of Public Works shall approve such amended plans and specifications.

SCHEDULE "A"

4. (a) The Developer warrants that he is the registered owner of the lands described in Schedule "A" to this Agreement which are the lands for which application for approval of a Plan of Subdivision has been made.

SCHEDULE "A-1"

(b) The Works, save and except the Landscaping and Parks Works, and the location of where each of the Works, save and except the Landscaping and Parks Works, is to be constructed is shown on the plans and details which form Schedule "A-1" of this Agreement.

SCHEDULE "A-2"

(c) The Landscaping and Parks Works and the location of where each of the Landscaping and Parks Works is to be constructed is shown on the plans and details which form Schedule "A-2" of this Agreement.

SCHEUDLE "B"

5. The Developer agrees to obtain all conveyances and easements, free from all encumbrances, and to execute and deliver all transfers of conveyance and transfers of easement required by the City and/or the Region, as listed in Schedule "B" of this Agreement.

SCHEDULE "C"

6. Lands unsuitable for building purposes and lands with special conditions to be met prior to issuance of building permits are listed in Schedule "C" of this Agreement.

SCHEDULE "D-1"

7. (a) The listing of the Works, save and except Landscaping and Parks Works, and the individual amounts required for security purposes for each of the Works, save and except Landscaping and Parks Works, are shown in Schedule "D-1" of this Agreement.

SCHEDULE "D-2"

(b) The listing of the Landscaping and Parks Works and the individual amounts required for security purposes for each of the Landscape and Park Works are shown in Schedule "D-2" of this Agreement.

SCHEDULE "E"

8. Details of the participation, if any, of the City and/or Region with respect to the financing of the Works, are shown in Schedule "E" of this Agreement.

SCHEDULE "F-1"

9. (a) The Developer agrees to complete the Works, save and except Landscaping and Parks Works, as listed in Schedule "D-1", in accordance with the timing provisions as outlined in Schedule "F-1" of this Agreement. Any extension of these completion dates is to be approved by the City and/or Region.

SCHEDULE "F-2"

(b) The Developer agrees to complete the Landscaping and Parks Works as listed in Schedule "D-2" in accordance with the timing provisions as outlined in Schedule "F-2" of this Agreement. Any extension of these completion dates is to be approved by the City.

NOTIFICATION OF COMMENCEMENT

10. (a) The Developer may commence the construction of any of the Works prior to the Registration of the Plan if authorization is obtained from City Council. Furthermore, the Developer or his Consulting Engineer will provide written notice to the City and Region of his intent to commence work 48 hours prior to commencing such work.

(b) Should for any reason there be a cessation or interruption of construction, the Developer or his Consulting Engineer shall provide written notification to the City and/or the Region (as applicable) 48 hours prior to work resuming.

SCHEDULING

11. Where, in the opinion of the City or the Region, any of the Works will in any manner benefit or serve land that is not included in the Lands, the Developer will observe such order of installation of the Works as the City or the Region requires and for that purpose will construct, install or perform the Works as the City or the Region from time to time may request.

ADDITIONAL WORKS

12. If at any time and from time to time during the development of the subdivision, the City or the Region is of the opinion that additional works are necessary to provide adequately any of the public services required by the Plan, the Developer shall construct, install or perform, at his expense, such additional works at the request of the City or the Region.

USE OF WORKS BY CITY OR REGION

13. The Developer agrees that:

(a) the Works may be used by the City or Region or other authorized persons for the purposes for which such works are designed.

(b) such use shall not be deemed an acceptance of the Works by the City or Region, and

(c) such use shall not in any way relieve the Developer of his obligations in respect of the construction and maintenance of the Works so used.

EMERGENCY REPAIRS

14. Employees or agents of the City, or the Region, may enter the lands at any time or from time to time, without notification, for the purpose of making emergency repairs to any of the Works or the existing grading. Such entry and repairing shall not be deemed an acceptance of any of the Works by the City or the Region, nor an assumption by the City or the Region of any liability in connection therewith nor a release of the Developer from any of his obligations under this Agreement.

DEVELOPER'S LIABILITIES

15. Until the City has assumed the Works by by-law, the Developer shall indemnify the City and the Region against all actions, causes of action; suits, claims and demands whatsoever which may arise either directly or indirectly by reason of the Developer undertaking the Plan.

INSURANCE

16. The Developer shall insure against all damages or claims for damage, with a policy or policies from an Insurance Company satisfactory to the City and Regional Treasurers. Such policy or policies shall include the City and Region as named insured and shall remain in the custody of the City Treasurer and shall be retained in full effect during the life of this Agreement including the period of guaranteed maintenance. The policy must comply with the following conditions:

(a) The minimum limits shall be $2,000,000.00 all inclusive.

(b) It shall not contain an exclusion for blasting.

(c) The minimum period of insurance policy coverage shall be three (3) years or as otherwise approved. It shall specify that the policy will not be cancelled or allowed to expire unless prior notice by registered letter has been received by the City from the Insurance Company, or its agent, thirty (30) days in advance of the expiry date.

(d) The Developer is responsible for all adjustment service costs and shall maintain the deposit with the City throughout the term of this Agreement in the amount of the deductible.

16. cont'd

The issuance of such a policy of insurance shall not be construed as relieving the Developer from responsibility for other or larger claims, if any, for which he may be held responsible.

Should the Developer fail to maintain the proper insurance coverage for the term of this Agreement, the City will have the authority to draw on the securities posted by the Developer to pay any and all costs related to maintaining the proper insurance coverage.

SECURITIES

17. (a) At the time this Agreement is executed by the City and Region, the Developer shall have deposited with the City a cash deposit or a letter of credit as approved by the City Treasurer, in the amount of 100% of the estimated cost of the Works to be installed as listed in Schedules "D-1" and "D-2".

(b) Acceptable securities must remain in effect for the full duration of this Agreement. The security certificate and its subsequent renewal forms shall contain a clause stating that thirty (30) days notification will be given to the City in writing prior to its expiry or cancellation. If the estimated cost of the Works, or any part thereof, exceeds the amount of the securities held by the City, the Developer, upon receipt of written notice from the City, shall supply further securities to the City to cover the difference within thirty (30) days. In the event that these further securities are not provided within thirty (30) days, the City may draw on the security.

17. cont'd

(c) Upon the failure by the Developer to repair or maintain a specific part of the Works as requested by the Commissiioner of Engineering and Works, and in the time requested, the City, by resolution of Council, may at any time authorize the use of all or part of the cash deposits or letter of credit as referred to in Clause 17(a) hereof to pay the cost of any part of the Works the City and/or the Region may deem necessary. In the case of emergency repairs or clean-up of roads as noted in Clauses 14 and 18 hereof, the City and/or the Region may undertake the Works at the expense of the Developer without a resolution of Council.

(d) Upon the failure by the Developer to complete all or part of the Works in the time or times as stipulated in Schedules "F-1" and "F-2" of this Agreement, the City and/or the Region, by resolution of City Council, may draw the appropriate amount from the security and use the funds to arrange for the completion of the said Works, or in part thereof.

(e) The City agrees to reduce, from time to time, the amounts received as cash deposits or letter of credit as referred to in Clause 17(a) hereof, to an amount equal to 10% of the value of the completed services, plus 100% of the current value of the Works still to be undertaken, upon receipt of a Statutory Declaration that all accounts relative to the installation of the completed services have been paid.

The 10% retained for the underground services shall be held by the City until the expiration of the maintenance period and until final approvals for the underground works have been issued by the City and the Region.

The 10% retained for the above ground services shall be held by the City until the expiration of the maintenance period for the above ground services and assumption of the Works by by-law of City Council.

19. cont'd

(e) all dead trees within the limit of the Plan have been removed;

(f) all buildings noted to be demolished are demolished with all materials removed from within the limits of the Plan;

(g) all required street name signs have been erected within the limits of the Plan and as required by this Agreement.

MINIMUM SERVICES FOR OCCUPANCY

20. No buildings erected on the Lots or Blocks within the Plan shall be occupied until the following services have been constructed for each Lot or Block:

(a) base course asphalt roads;

(b) curb and gutter;

(c) streetlighting and electricity.

FINAL ACCEPTANCE

21. Prior to the City's Council passing a by-law assuming the Works and releasing the Developer of his obligations, the following conditions must be complied with:

(a) the Developer shall obtain the approval of the Commissioner of Public Works for the Region and the Commissioners of Engineering and Works and Recreation and Parks for the City of Mississauga with respect to the construction and maintenance of the Works;

(b) the Developer shall furnish the City and the Region with a Statutory Declaration in a satisfactory legal form, declaring that the Developer has paid all accounts that are payable in connection with the engineering, installation, and maintenance of the Works and that there are no outstanding claims relative to the Works;

(c) the Developer shall furnish the City and the Region with a certificate from an Ontario Land Surveyor that he has found or replaced all standard iron bars shown on the Plan and has barred the limits of all sewer and watermain easements relative to the development of the lands at a date not earlier than one month prior to the end of the maintenance period of all of the above ground works as outlined in Clause 18 of this Agreement.

21. cont'd

(d) the Developer shall furnish the City with a certificate signed by the Consulting Engineer certifying that all Lots and Blocks have been graded in accordance with the overall grading plan, that there are no outstanding drainage problems for which the Developer is responsible.

UNDEVELOPED LANDS AND DEDICATIONS

22. Until the Works are assumed by resolution of the City Council, all undeveloped Lots and Blocks, including all dedicated road allowances or widenings, are to be graded and maintained in a manner acceptable to the City.

RIGHT OF ENTRY

23. The Developer agrees to retain a right of entry onto each Lot and Block in favour of the Developer and the City until such time as the subdivision is assumed by the City. Such right of entry will be for purposes of correcting any grading and drainage problems relative to the development of the lands within the limits of the Plan.

DEVELOPER'S EXPENSE

24. Every provision of this Agreement by which the Developer is obligated in any way shall be deemed to include the words "at the expense of the Developer" unless the context otherwise requires.

ATTACHMENTS

25. Schedules 'A' to 'F' attached hereto, form part of this Agreement.

RETURN OF SECURITIES

26. All securities, or remaining portions thereof, will be returned to the Developer within ninety (90) days of the passage of the assumption by-law by City Council provided no claims against such securities are received.

This Agreement shall ensure to the benefit of and be binding upon each of the parties hereto and its, his or her respective heirs, executors, administrators, successors and assigns.

IN WITNESS WHEREOF each of the parties hereto has executed this Agreement under seal (SIGNATURES TO BE DATED)

SIGNED, SEALED AND DELIVERED)
)
In the presence of:)
)
)
)
)
)
)
)

DEVELOPER

_____

_____

_____

Date: _____

THE REGIONAL MUNICIPALITY OF PEEL

_____
Chairman

_____
Clerk

(CORPORATE SEAL)

THE CORPORATION OF THE CITY OF MISSISSAUGA

_____
Mayor

_____
Clerk

ACKNOWLEDGED BY:

THE REGIONAL MUNICIPALITY OF PEEL

(CORPORATE SEAL)

_____
Commissioner of Public Works

Regional By-law No. _____

THE CORPORATION OF THE CITY OF MISSISSAUGA

_____
Commissioner of Engineering & Works

_____
Commissioner of Recreation & Parks

City By-law No. _____

Developer's Signing Authority: _____
Please print or type name of Representative

Developer's Address: _____

_____

Developer's Business Phone Number: _____

Developer's Consulting Engineer: _____

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

derived and examples of intersections where these warrants are satisfied and intersections where the warrants are not satisfied, but where all-way stops have been installed.

As outlined on the attached information sheet the proposed warrants consider a number of factors when evaluating the need for an all-way stop, namely vehicular volumes, accidents, intersection visibility and the nature of the surrounding area (i.e. modified warrants for residential areas).

The proposed warrants for the installation of all-way stops were developed by the Engineering Department as it became obvious during The Credit Woodlands Pilot Project that there is a need for guidelines to ensure that neighbourhood traffic control measures, in particular the installation of all-way stops, are utilized in a reasonable and uniform manner.

This need for guidelines is presently being reinforced by the proliferation of requests for all-way stops. It should also be pointed out that the motorist who objects to the proliferation of all-way stops which have already occurred are also becoming more vocal.

The warrants as proposed by the Engineering Department were developed after a review of suggested warrants of the Institute of Transportation Engineers, the Ontario Traffic Conference and a review of existing all-way stop policies of municipalities in Ontario. The warrants were tailored to existing conditions within Mississauga by the creation of two vehicular volume warrants. One vehicular volume is used when evaluating intersections on arterial or major collector roads, and a second reduced vehicular volume when considering a request in a residential area. The Ontario Traffic Conference which consists of Traffic Engineering Professionals, Law Enforcement Professionals and Politicians from municipalities throughout Ontario have, as noted above, developed recommended warrants for the installation of all-way stops. They have also made a submission to the Minister of Transportation and Communications recommending that the Ministry establish warrants on a province wide basis.

continued ...

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

Briefly, the recommended warrants of the Ontario Traffic Conference (O.T.C.) are also based on two different levels, one for arterial and major collector roads, and one for other roads. It should also be pointed out that the volume warrants for the O.T.C. proposal are much higher than those proposed by the Engineering Department. A copy of the O.T.C. warrants is attached, but briefly the differences are outlined below :

		Mississauga	O.T.C.
Arterials and Major Collectors	1(a) Total volume entering intersection on all approaches	300 vehicles per hour average over 8 hours	500 vehicles per hour average over 8 hours
	1(b) Minor side street volume	(i) 1/3 of total vehicular volume (100 min.) for a 4-way intersection (ii) 1/4 of total vehicular volume (75 min.) for a 3 way intersection	200 vehicular and pedestrian with an average delay on side street of 30 seconds or greater
Non-collector roadways	1(a) Total volume entering intersection on all approaches	60% of full warrant or 180 vehicles per hour averaged over 8 hours	a) total 350 vehicles per hour for the highest hour recorded
	1(b) Minor side street volume	60% of full warrant i.e. 60 vehicles minimum in the case of a 4 way intersection, and 45 per hour in the case of a 3 way intersection	b) volume split of at least 75/25 for a 3 way and 65/35 for a 4 way control

continued ...

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

It should be noted that while a number of the selected locations satisfy the first part of the warrants (total intersection volume,)the second part of the warrant relating to the vehicular volumes on the side streets are not satisfied. It is important that both parts of the volume warrant are fulfilled 100% as it is the second part of the volume warrant which gives an indication of the volume split between the major and minor intersection approaches. It is important that the volume splits not become too great as it is important that the motorist on the main road be able to identify that there is a sound reason for the stop and will therefore, come to a complete stop. The Engineering Department also conducted stop sign observance studies and found that the percent of motorists stopping varied between 74% at Clarkson Road and Truscott Drive to 0% at Dickson Road and Premium Way, with the average being between 50% - 60%. These low rates of observance become of particular concern when pedestrians and school children are involved. The low rate of stop sign observance can most probably be attributed to the proliferation of all-way stops, not only in Mississauga but throughout Ontario.

In a number of cases the control of speed is cited as the reason for the installation of all-way stops. For the information of the Committee, speed studies were conducted approximately 200 ft. from an all-way stop to evaluate the effect of the control. The following is a summary of the results :

	85%-ile
Clarkson Road 200 ft. south of Truscott Drive	60 km/h
Rathburn Road 200 ft. west of Hickory Drive	63 km/h

In both of the above cases, the existing speed limit is 50 km/h and it is obvious from the above results that the all-way stop locations have not been effective in controlling vehicle speeds in these locations. Further before and after speed studies are underway for all-way stops which have been recently approved. The results of these studies will be provided to the

continued ...

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ... Committee at the time the comments of the Ratepayers are summarized.

Also for the Committee's information, the warrant sheet for the installation of traffic control signals is attached. These warrants were developed by the Ministry of Transportation and Communications of Ontario, and are used throughout the province. The Ministry also uses these warrants when determining an installation's eligibility for subsidy. It should be noted that the volume requirements are considerably higher than those for an all-way stop.

RECOMMENDATIONS :

1. That the warrant information sheet attached to this report be circulated to the Ratepayers Associations in Mississauga for their comment.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday

WT:jb

Att.

ONTARIO TRAFFIC CONFERENCE RECOMMENDED WARRANTS FOR THE INSTALLATION OF ALL-WAY STOPS

WHERE ALL-WAY STOPS MAY BE USED:-

1. (a) At two like road-ways. Each approach should contain the same number of lanes and have preferably four non skewed approaches.

   (b) As an interim measure where traffic control signals are warranted but cannot be implemented immediately.

   (c) At locations having a high accident frequency where less restrictive measures have been tried and found inadequate. For the purpose of this warrant, a high accident frequency is an average four accidents per year for a three year period and only those accidents susceptible to relief through multi-way stop control will be considered (i.e. right angle and turning type collisions). Included in this warrant are those locations where visibility problems exist which limit the safe approach speed to less than eight miles per hour, thereby creating an unreasonable accident potential. Special advance warning or overhead flashing lights may be necessary to augment the control if vertical or horizontal alignment is a factor.

(d) As a means of providing an introductory period to accustom drivers to a reversal of intersection control. Installation under this warrant will be for a period not to exceed three months.

2. On arterial roads and major collector streets the following volume warrant may be used.

   (a) a total vehicle volume on all intersection approaches, exceeding 500 vehicles per hour for any eight hours of the day and,

   (b) a combined vehicular and pedestrian volume on the minor street exceeding 200 units per hour for the same eight hours with an average delay to traffic on the minor street of greater than thirty seconds and,

   (c) a volume split does not exceed 70/30.

3. On roads and streets not considered to be either arterial or major collector streets.

   (a) where observance of the sign is not hampered by curves or grades and a safe stopping distance of 100m is existing and,

   (b) a distance of 250m is maintained between traffic control devices, signals, other stops or legal pedestrian crossovers and,

   (c) a total vehicle volume on all intersection approaches exceeding 350 for the highest hour recorded and,

   (d) a volume split does not exceed 75/25 for three-way control or 65/35 for a four way control.

IN ADDITION TO THE PRECEEDING ALL-WAY STOPS SHOULD NOT BE USED.

1. Where pedestrian protection is a prime concern in particular school children.
2. As speed control device.
3. On road-ways on which progressive signal timing exists.
4. On road-ways within urban areas having a posted speed limit in excess of 60 km/h.
5. At intersection having less than three or more than four approaches.
6. At offset or poorly defined intersections.
7. On truck or bus routes unless in an industrial area or where two such routes cross.
8. Where traffic would be required to stop on an up-grade.

INFORMATION SHEET ON THE WARRANTS FOR THE INSTALLATION OF ALL-WAY STOPS

The Council of the City of Mississauga has been receiving an increasing number of requests for the installation of all-way stops. It has become obvious that there is a need to develop a set of warrants and guidelines which will result in the uniform application of this form of traffic control throughout the City.

The over proliferation of all-way stops has created a situation where driver non-observance of STOP signs is widespread and could potentially create problems more dangerous than those which the installation of all-way stops were intended to correct. Recent studies by the Engineering Department indicate that STOP sign observance ranges from a high of 74% at an intersection which would satisfy the proposed warrants, to a low of 0% at an intersection which would not warrant an all-way stop under the proposed warrants.

The proposed warrants and guidelines are outlined below and have been set up so as to give different consideration to residential areas and to arterial and major collector roadways. If there are any questions concerning the proposed warrants, please contact Mr. John Thomas, Traffic Engineer, at 279-7600 ext. 526.

WARRANTS FOR THE INSTALLATION OF ALL-WAY STOP SIGNS

An all-way stop sign installation may be considered if any of the following conditions exist :

1. Vehicular Volume Full Warrant (to be used on arterial and major collector roads, such as Rathburn Road, Clarkson Road, etc.)

continued ...

WARD	LOCATION	COMMENTS	VOLUME WARRANT	
			1(a) (Total Volume)	1(b) (Minor Side Street Volume)
6	Thorn Lodge Dr and Liruma Rd	Warranted (Residential Warrant)	175%	158%
6	Dickson Rd and Premium Way	Not Warranted (Residential Warrant)	108%	38%
7	Camilla Rd and King St	Warranted (Full Warrant)	128%	149%
7	Melton Dr and Rambo Rd	Not Warranted (Residential Warrant)	24%	33%
8	Council Ring Rd and Chockecherry Cr	Not Warranted (Residential Warrant)	93%	47%
8	Council Ring Rd and Glen Erin Dr	Not Warranted (Full Warrant)	232%	59%
9	Montevideo Rd and Estoril Rd (north intersection)	Not Warranted (Residential Warrant)	64%	44%
9	Falconer Dr and Kenninghall Blvd	Not Warranted (Residential Warrant)	101%	78%

APPENDIX "B"

SPEED STUDIES - ADDED TO REPORT AS REQUESTED AT THE PUBLIC WORKS COMMITTEE MEETING OF AUGUST 14, 1981.

Definition of 85%-ile speed :

This is the speed at which 85% of the motorists are driving at or below. This is one guide used in determining or evaluating speed limits as it has been shown that approximately 15% of vehicle drivers will continually exceed a safe and reasonable speed for any given road section.

The following speed studies were conducted approximately 200 ft. from an all-way stop installation (on the major road) :

	85%-ile Speed	Existing Speed Limit
Clarkson Road south of Truscott Drive	60 km/h	50 km/h
Rathburn Road west of Hickory Drive	63 km/h	50 km/h
Runningbrook Drive - Broomhill Crescent	51 km/h	50 km/h
Melton Drive - Rambo Road	61 km/h	50 km/h
Montevideo Road north of Estoril Road	61 km/h	50 km/h
Glen Erin Drive south of Council Ring Road	62 km/h	50 km/h

Before and After Study :

Dickson Road and Premium Way - Speed studies were conducted between the all-way stops at Dickson Road and at Lynchmere Avenue (approximately 1200 ft. between intersections). Speed studies were conducted in May of 1977 prior to the installation of the all-way stops and additional speed studies were conducted in August 1981. The studies were conducted under similar conditions in each case, and the results are tabularized in the following table :

Before 85%-ile	After 85%-ile	Change
68.8 km/h	66.0 km/h	-2.8 km/h

As you will note the change in vehicle speeds on this section of road after the installation of the stop signs is extremely small, and is considered to be not significant.

JWT:jb

REGIONAL MUNICIPALITY of WATERLOO
Traffic Engineering Services

Location _____ (Roadway) at _____ (Intersecting Roadway)

Municipality _____ Date of Survey _____

WARRANT	DESCRIPTION	MINIMUM REQ'D		COMPLIANCE		
		Free Flow	Restricted Flow	Sectional Numerical	Sectional %	Entire %
1. MINIMUM VEHICULAR VOLUME	(a) Vehicle volume, all approaches per hour for 8 hours, and	480	720			
	(b) Vehicle volume along minor street per hour for same 8 hours.	120	170			
2. DELAY TO CROSS TRAFFIC	(a) Vehicle volume, along artery, per hour for 8 hours, and	480	720			
	(b) Combined vehicle and pedestrian volume crossing artery from minor streets, per hour for same 8 hours.	50	75			
3. MINIMUM — PEDESTRIAN VOLUME	(a) Pedestrian volume crossing artery, per hour for 8 hours, and	120	240			
	(b) Vehicle volume, along artery per hour for same 8 hours.	290	575			
4. ACCIDENT HAZARD	(a) Total reported accidents of types susceptible to correction by a traffic signal within a 12 month period, and	5				
	(b) Adequate trial of less restrictive remedies, where satisfactory observance and enforcement have failed to reduce the number of accidents, and	YES or NO				
	(c) Fulfillment of any of the above warrants (numbers 1, 2 or 3) to the extent of 80% or more.	YES or NO				
5. COMBINATION WARRANT	Two or more of the above warrants (numbers 1, 2, 3 or 4) satisfied to extent of 80% or more.	YES or NO				

(1) Warrant values are based on the Annual Average Daily Traffic (AADT) which approximates May and October traffic. Vehicle volume warrants (1A), (2A), (3B) for intersections of roadways having two or more moving lanes in one direction should be 25% higher than the values given above.

(2) Warrant values for free flow apply to rural or small communities, when the 85 percentile speed of artery traffic exceeds 60 km/h or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000.

(3) Warrant values for restricted flow apply to larger urban communities, when the 85 percentile speed of artery traffic does not exceed 60 km/h

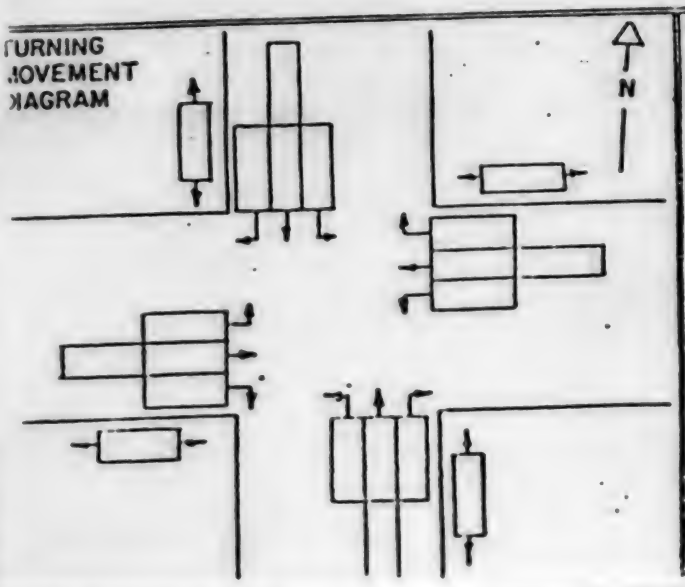
(4) The lowest sectional percentage governs the entire warrant.

Is location suitable for traffic signal installation? Yes ☐ No ☐

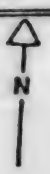
Recommend: Pretimed ☐ Semi-actuated ☐ Fully-actuated ☐ controller

Compiled by _____

TURNING MOVEMENT DIAGRAM



COLLISION AND CONDITION DIAGRAM



19 —
19 —
19 —
Total —

October 14, 1981

PRESIDENTS: RATEPAYERS' ASSOCIATIONS

Re: "Stop Signs"

Dear Presidents:

I have been asked by Council to forward a letter to you on the above matter, along with the staff reports and supporting information.

My request is that you read the material carefully, have discussions as a group, and report back to the Public Works Committee. We hope to have a special committee meeting in the evening at some future date to allow for your response. The matter shall also be discussed at the Mayor's Seminar, October 31, 1981.

Our concern for the harmful effects of high volume vehicular penetration of existing residential neighbourhoods has not diminished. Many members of Council, think that the installation of stop signs has had, in the main, a beneficial impact in retarding this flow of traffic through our communities. Evidence today however, is mounting that further installations must be done with extreme caution if safety, in particular the safety of children, is to be maintained.

You will note that the "warrants" or "standards" under which stop signs are recommended by our Engineering staff, are much lower than the provincial standards. Despite this, many stop signs are approved by Council without the recommendation of staff.

The Public Works Committee do not recommend the removal of existing signs despite the information in the attached reports. Any action in that regard, would have to be initiated by your Ward Councillor or a citizen of your Ward.

It is timely that we thoroughly review and evaluate what we have done in the past and try to find the best options to move into the future. This Committee has initiated the computerized signal system which should provide a better flow of traffic on our major arterials, and we have approved two experiments on traffic. One of the experiments is of a punitive nature with the Police enforcement and the other is one involving positive reinforcement to drivers who comply with speed limits.

Please let me know if you wish to be heard at a special committee meeting.

It would also be helpful, if you would contact your Ward Councillor so that your views could be forwarded in that manner as well.

Yours very truly,

David J. Culham
Chairman
Public Works Committee

APPENDIX "B"

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JWT:jb

October 14, 1981

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Please let me know if you wish to be heard at a special committee meeting.

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Yours very truly,

David J. Culham

David J. Culham
Chairman
Public Works Committee

CITY OF MISSISSAUGA

M I N U T E S

MEETING #7

NAME OF COMMITTEE:	PUBLIC WORKS
DATE OF MEETING:	Thursday, August 13, 1981
PLACE OF MEETING:	Committee Room 'A' at 9:30 a.m.
MEMBERS PRESENT:	Councillor D. Culham, Chairman Mr. J. Newell, Vice-Chairman Councillor D. Cook Councillor M. Marland (arrived 10:35 a.m.)
MEMBERS ABSENT:	Mr. P. K. Kar
STAFF PRESENT:	Mr. W. P. Taylor, Commissioner of Engineering and Works Mr. A. McDonald, Director, Maintenance Engineering Mr. R. Barker, Subdivision Construction Engineer Mr. J. Thomas, Traffic and Transportation Engineer Mrs. C. Dodds, Committee Co-ordinator

MATTERS CONSIDERED

1. Report dated July 7, 1981, from the Commissioner of Engineering and Works, setting out guidelines and criteria for installation of speed limit signs in Mississauga.

   At the Public Works Committee meeting on May 21, 1981, the Committee recommended "That the Commissioner of Engineering and Works prepare a report setting out guidelines and criteria for the installation of speed limit signs in the City of Mississauga", which recommendation was adopted by Council at a Special Meeting on June 5, 1981.

   In his report, Mr. Taylor advised that under The Highway Traffic Act of Ontario, there is a statutory speed limit of 50 km/h on a roadway within a city, town, etc., or a built-up area and as this is a statutory speed limit, no speed signing is required. By By-law, however, Council may prescribe a speed limit of 40 km/h or a speed limit higher than 50 km/h, but not exceeding 100 km/h, and that where this is done, speed limit signing must conform to the requirements of The Highway Traffic Act for the speed limit to be enforceable. Mr. Taylor outlined the present practice used by the Engineering and Works Department for

ITEM 1 CONTINUED...

speed limit signing and pointed out that increased traffic volumes on some collector roads in the City such as Battleford Road, Glen Erin Drive and some areas of Rathburn Road should be speed limit signed to reinforce the statutory 50 km/h speed limit and that funds for this would be included in the 1982 Sign Installation Account.

Mr. Taylor recommended:

(a) That the following guidelines and criteria be used for the installation of speed limit signs in the City of Mississauga:

(i) Advisory signs shall be erected at all entrances to the City. These signs shall advise that there is a 50 km/h speed limit on all roads within the City of Mississauga unless otherwise posted.

(ii) On all arterial roadways and collector roadways with four or more lanes, where the speed limit is 50 km/h, speed limit signing shall be erected at key intersections and at midblock points as determined by the Engineering Department.

(iii) Where City Council has, by by-law, prescribed a speed limit other than 50 km/h for a roadway, the speed signing shall be installed in accordance with The Highway Traffic Act and as determined by the Engineering Department so that major intersections and traffic generators accesses are signed.

(iv) Speed signing not be installed on local residential and industrial roadways or on local residential and industrial collectors where the speed limit is the statutory 50 km/h.

(b) That the Region of Peel Police Department be requested to increase enforcement of the existing speed limits within the City of Mississauga.

File: B.02.01

APPROVED

See Recommendation #33 (D. Cook)
See Recommendation #34 (D. Cook)

2. Council, at its meeting on July 15, 1981, recommended that the draft Engineering Agreement, as amended by the Public Works Committee on June 18, 1981, be circulated to the development industry, and further, that their comments and the draft Agreement be considered by the Public Works Committee at its meeting on August 13, 1981.

Attached to the agenda was a copy of the draft Engineering Agreement, as amended, a copy of the letter from the Commissioner of Engineering and Works, dated June 29, 1981, which was hand delivered to eleven companies and a copy of the replies received from the following:

(i) Mississauga Peel Land Consultants Limited, dated August 4, 1981.

(ii) Traders Associates, dated July 30, 1981

(iii)R. E. Winter & Associates Ltd., dated August 5, 1981

(iv) Carma Developers Ltd., dated August 4, 1981.

(v) Pinetree Development Co. Limited, dated August 5, 1981

At the meeting, the Committee received a memorandum dated August 12, 1981, from the City Solicitor to the Commissioner of Engineering and Works advising that his Department had not completed its review of the Engineering Agreement for residential subdivisions and expressing concerns about the implications of the City retaining the consulting Engineer at the expense of the developer. Concerns on this aspect of the draft Agreement were expressed in all the replies received from the development industry.

While the Committee recognized the merit of the intent of the City retaining the Consulting Engineer, the following concerns were expressed:

(a) Who would choose the Consulting Engineer; the City independently or the City at the request of the developer. In the first instance, would the City Public Works Committee have to prepare a list of firms from which a consultant would be picked in rotation; problems were foreseen in adding to or deleting names from this list, and in the second instance, would it always appear to the public and the consultant firms that the selection of the consultant had been made freely by the Developer.

ITEM 2 CONTINUED...

(b) In Mississauga, the size and the extent of the residential development is such that a consultant employed by the City on one job and acting for a developer on another, might be involved in a complex relationship with the City which would be difficult for the staffs of both the City and the consulting firm. At present, when the City hires consultants, every effort is made to ensure that the firm is not working on another project in the City.

(c) The City's administration would be increased to handle the interim payments and work orders issued to the consultant.

It was agreed that the report of the City Solicitor should be received by the Committee before a recommendation was made. It was recommended by Mr. Newell that the Commissioner of Engineering and Works review, with the City Solicitor, the various comments received from the development industry and submit their recommendations on the final draft of the Engineering Agreement for residential subdivisions to the Public Works Committee for consideration at their September 17, 1981, meeting. This motion was voted on and carried.

File: A.00.02.01 See Recommendation #35 (J. Newell)

3. Report dated May 7, 1981, from the Commissioner of Engineering and Works, regarding unnecessary stop signs in the City of Mississauga, which was considered by the Public Works Committee on May 21, 1981. On May 21, 1981, the Public Works Committee made the following recommendation, which was subsequently adopted by Council on June 5, 1981:

(a) That the Commissioner of Engineering and Works be requested to prepare an information sheet setting out the warrants required for the installation of traffic control devices, particularly those required for all-way stop signs, in the City of Mississauga, and that this information sheet, accompanied by an explanatory letter from the Chairman of the Public Works Committee, be circulated to all Ratepayers Associations in the City of Mississauga requesting their comments to be considered at a future meeting of the Public Works Committee.

ITEM 3 CONTINUED...

(b) That the report dated May 7, 1981, from the Commissioner of Engineering and Works, regarding unnecessary stop signs in the City of Mississauga, be deferred to the meeting of the Public Works Committee when the comments from the Ratepayers Associations are being considered.

Also attached to the agenda was a letter from Mr. Edward B. Swinton of 3546 Autumm Harvest Drive, regarding stop signs in the Runningbrook Drive and Autumn Harvest Drive area and a letter from Miss Barbara Casey of 916 Tenth Street, regarding the number of "stop" signs on Alexandra Avenue.

At the Public Works Committee Meeting, a report from the Commissioner of Engineering and Works, dated August 12, 1981, attaching the proposed "Criteria for the Installation of All-Way Stop Signs", was circulated to the members. In his report, the Commissioner detailed how the proposed warrants had been derived and gave examples of intersections where these warrants were satisfied and intersections where the warrants were not satisfied, but where all-way stops were installed.

Mr. Thomas reviewed the report with the Committee members, the information from which was to be circulated to the Ratepayers Associations in accordance with the directions of Council on June 5, 1981.

Councillor Cook expressed his concern with speeding in the City and particularly along the North Service Road in his Ward. He recommended and staff were directed to amend the information forwarded to the Ratepayers' Associations to include examples of stop signs which do and do not meet the recommended warrants in each Ward so that each Ratepayer Association would have examples with which they could identify, that the term "percentile" be explained, and that the comment in the report that all-way stop locations are not effective in controlling vehicle speeds be highlighted.

It was moved by Mr. Newell that the report dated August 12, 1981, be endorsed by the Committee and circulated to the Ratepayers' Associations, as amended, and that the Police Chief and/or his representative, and Councillor R. Skjarum, Mississauga's representative on the Police Commission, be invited to attend the next meeting of the Public Works Committee to discuss the reports dated May 7th and August 12th, 1981, from the Commissioner of Engineering and Works and the enforcement of existing speed limits and stop signs within the City of Mississauga. This motion was voted on and carried.

ITEM 3 CONTINUED...

Mr. Taylor advised the Committee that his Department would be soliciting the assistance of the Police Department in preparing further statistics on stop signs. His Department would monitor specific stop signs for one week; the Police Department would be asked to set their radar traps at these locations for a week, and then his Department would monitor for a further week to determine the effect of Police vigilance on stop sign violators.

File: F.06.04.05 See Recommendation #36 (J. Newell)

4. Report dated July 28, 1981, from the City Treasurer, regarding a request to have installed approximately 875 lin. ft. of Evercrete H. D. Series Fencing consisting of pigmented concrete panels to replace an existing wood fence at the C.N.R. Tracks and Fairbirch Drive. Mr. Munden advised that the estimated cost for this type of fence is $31,300.00 which would normally require that public tenders be called; however, the fence is manufactured by Evercrete Limited and was available from one source only as industrial and commercial installation are handled exclusively by the manufacturer. Mr. Munden recommended:

> "That the requirement for calling for public tenders be waived and that the supply and installation of EVERCRETE H.D. Series Fencing between the C.N.R. Tracks and Fairbirch Drive be obtained from Evercrete Limited at $35.75 per linear foot, for an estimated total expenditure of $31,300.00."

The report from the City Treasurer was considered by General Committee on August 5, 1981, at which time it was referred to the Public Works Committee and the Commissioner of Engineering and Works was requested to prepare a report regarding a policy on fencing of railway right-of-ways.

Also attached to the agenda was a report dated August 10, 1981, from the Commissioner of Engineering and Works, regarding noise fencing between the C.N.R. right-of-way and Fairbirch Drive. Mr. Taylor advised that the provision of this noise abatement wall was a condition imposed by the Minister when the plan of subdivision was approved in 1973 and that the solid plywood fence constructed did not withstand wind conditions. The reconstruction of the fence was the result of a judgement decision made by his Department, that no more temporary repairs should be done to the old fence and accordingly, monies were allocated for the permanent repairs in the 1981 Budget.

ITEM 4 CONTINUED...

Since this was the only noise abatement fence installed in Mississauga adjacent to a road allowance and the railway tracks and there was only one other installation being proposed by Mr. Murray Elia, adjacent to the C.P.R. line north of Burnhamthorpe Road, Mr. Taylor recommended:

(a) That where a City street serving residential properties abuts a railroad track in plans of subdivision which have presently not been registered, the developer be required to construct a noise abatement wall and post a bond to maintain same for a period of 20 years.

(b) That where a noise abatement wall was required in a plan of subdivision prior to August 1, 1981, between a road allowance and a railway right-of-way on a residential street, and the fence has subsequently deteriorated to a condition where it must be either repaired or replaced, the City of Mississauga will carry out the replacement at the City's cost.

(c) That the City Treasurer be instructed to obtain prices for replacement of the 8-foot high noise abatement fence on Fairbirch Drive from Evercrete Limited and an acceptable alternative supplier of an equivalent product.

Subsection (c) was considered and dealt with by recommendation #1082 at the Council Meeting held on August 12, 1981.

In view of the need for a policy on noise abatement fencing for the future, Councillor Marland recommended the adoption of Subsections (a) and (b). This motion was voted on and carried.

File: E.02.01 See Recommendation #37 (M. Marland)

5. At the request of Councillor Mahoney, the provision of paraplegic ramps at intersections in the City of Mississauga was included as an agenda item. Attached to the agenda was a copy of a memorandum from Councillor Mahoney to the Commissioner of Engineering and Works, dated May 22, 1981, concerning his experience in crossing Highway #10 at King Street in a wheelchair.

ITEM 6 CONTINUED...

(c) That the Chairman of the Public Works Committee and the Commissioner of Engineering and Works meet with the Staff of the Information and Public Relations Department to draft a further information pamphlet regarding garbage and debris collection, such pamphlet to clearly outline the responsibilities of the contractor taking into consideration the complaints by citizens regarding the new contract, and further, that this pamphlet be submitted to the Public Works Committee in September, 1981, along with the related preparation and circulation costs.

This recommendation was adopted by Council on July 15, 1981.

In connection with the notice to residents, attached to the agenda was a copy of the proposed notice prepared by Robran Construction Limited, together with a copy of the Notice of Violation handed out by the students employed by the City of Mississauga.

Also attached to the agenda for the Committee's information was a memorandum dated August 4, 1981, from the Commissioner of Building to the Commissioner of Engineering and Works, on the work of the five summer students on the Brush and Debris Summer Program.

Councillor Cook explained that he had received complaints from residents who had received the "Notice of Violation" who had felt that it was a summons rather than a request for co-operation and had consequently taken offense. It was, therefore, recommended by Councillor Cook that he would assist the Commissioner of Engineering and Works in drafting a letter to accompany the Notice of Violation handed out explaining that the violators are not being summoned but being asked to co-operate. This motion was voted on and carried.

File: F.05.04.06 See Recommendation #39 (D. Cook)

7. Summary of Unfinished Business relating to the Public Works Committee as of August 10, 1981.

File: A.03.04.06

RECEIVED See Recommendation #40 (J. Newell)

8. Councillor Culham asked that the following two items appear on the agenda of subsequent meetings of the Public Works Committee:

(a) Report on the computerized Traffic Study

(b) Request from the Region of Peel for the City of Mississauga comments on the cutting of grass along City roads.

The Commissioner of Engineering and Works was consequently directed by the Committee to prepare reports on the above two subject matters for the Committee's consideration.

Files: F.06.02
F.02.01

RECOMMENDATIONS: As per report No. 7-81

ADJOURNMENT: 11:10 a.m.

Christine Dodds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE

AUGUST 13 1981
FILE: A.03.04.06

REPORT NO. 7-81

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its seventh report and recommends:

33. That the following guidelines and criteria be used for the installation of speed limit signs in the City of Mississauga:

(i) Advisory signs be erected at all entrances to the City; said signs to advise that there is a 50 km/h speed limit on all roads within the City of Mississauga unless otherwise posted.

(ii) On all arterial roadways and collector roadways with four or more lanes, where the speed limit is 50 km/h, speed limit signing be erected at key intersections and at midblock points as determined by the Engineering Department.

(iii) Where City Council has, by by-law, prescribed a speed limit other than 50 km/h for a roadway, the speed signing be installed in accordance with The Highway Traffic Act and as determined by the Engineering Department so that major intersections and traffic generators accesses are signed.

(iv) Speed signing not be installed on local residential and industrial roadways or on local residential and industrial collectors where the speed limit is the statutory 50 km/h.

(38-33-81) B.02.01

34. That the Region of Peel Police Department be requested to increase enforcement of the existing speed limits within the City of Mississauga.

(38-34-81) B.02.01

35. That the Commissioner of Engineering and Works review, with the City Solicitor, the various comments received from the development industry and submit their recommendations on the final draft of the Engineering Agreement for residential subdivisions to the Public Works Committee for consideration at their September 17th, 1981 meeting.

(38-35-81) A.00.02.01

36. (a) That the report dated Augut 12, 1981, from the Commissioner of Engineering and Works, regarding unnecessary STOP signs in the City of Mississauga, be endorsed.

(b) That the information contained in the report dated August 12, 1981, from the Commissioner of Engineering and Works, as amended:

(i) To include examples to stop signs that do and do not meet the warrants in each Ward;

(ii) To include an explanation of the term "percentile";

(iii) To highlight the evidence that stop signs do not control speed limits;

and the warrant information sheet attached to the said report, be circulated to all Ratepayers' Associations in the City of Mississauga requesting their comments.

(c) That the Police Chief for the Region of Peel and/or his representatives, and Councillor R. Skjarum, the City of Mississauga's representative on the Region of Peel Police Commission, be invited to attend the next meeting of the Public Works Committee on September 17, 1981, to discuss the reports dated May 7th and August 12th, 1981, from the Commissioner of Engineering and Works and the enforcement of existing speed limits and stop signs within the City of Mississauga.

(38-36-81) F.06.04.05

37. (a) That where a City street serving residential properties abuts a railroad track in plans of subdivision registered after August 1, 1981, the developer be required to construct a noise abatement wall and post a bond to maintain same for a period of 20 years.

ITEM 37 CONTINUED...

(b) That where a noise abatement wall was required in a plan of subdivision prior to August 1, 1981, between a road allowance and a railway right-of-way on a residential street, and the fence has subsequently deteriorated to a condition where it must be either repaired or replaced, the City of Mississauga will carry out the replacement at the City's cost.

(38-37-81) E.02.01

38. That the 1981 Sidewalk Program be adjusted to include curb ramping on both sides of Dundas Street between Confederation Parkway and Kirwin Avenue.

(38-38-81) F.05.02

39. (a) That a letter be prepared by the Commissioner of Engineering and Works explaining the provisions of City of Mississauga By-law #158-81 dealing with the collection of garbage, brush and debris and requesting the co-operation of residents in the City of Mississauga.

(b) That a copy of the letter from the Commissioner of Engineering and Works be attached to the Notice of Violation, left by the By-law Enforcement Section of the Building Department, at the premises of violators of By-law #158-81.

(38-39-81) F.05.04.06

40. That the Summary of Unfinished Business relating to the Public Works Committee as of August 10, 1981, be received.

(38-40-81) A.03.04.06

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, OCTOBER 1, 1981
COMMITTEE ROOM 'A' AT 9:30 A.M.

A G E N D A

A. DEPUTATION

Staff Inspector E. MacDonald, Peel Regional Police

Re: Item 1

File: F.06.04.05

MATTERS FOR CONSIDERATION

1. At its meeting on September 14, 1981, Council adopted the following recommendation of the Public Works Committee Report of August 13, 1981:

(a) That the report dated August 12, 1981, from the Commissioner of Engineering and Works, regarding unnecessary STOP signs in the City of Mississauga, be endorsed.

(b) That the information contained in the report dated August 12, 1981, from the Commissioner of Engineering and Works, as amended:

(i) To include examples of stop signs that do and do not meet the warrants in each Ward;

(ii) To include an explanation of the term "percentile";

(iii) To highlight the evidence that stop signs do not control speed limits;

and the warrant information sheet attached to the said report be circulated to all Ratepayers' Associations in the City of Mississauga requesting their comments.

(c) That the Police Chief for the Region of Peel and/or his representatives, and Councillor R. Skjarum, the City of Mississauga's representative on the Region of Peel Police Commission, be invited to attend the next meeting of the Public Works Committee on September 17, 1981, to discuss the reports dated May 7th and August 12th, 1981 from the Commissioner of Engineering and Works and the enforcement of existing speed limits and stop signs within the City of Mississauga.

ITEM 1 CONTINUED...

Attached to the agenda is a copy of the reports from the Commissioner of Engineering and Works dated May 7th and 12th, 1981, together with the Appendix to the report dated August 12, 1981, to amend the report in accordance with the above direction.

Staff Inspector E. MacDonald will attend the meeting to represent the Peel Regional Police Force.

File: F.06.04.05

DIRECTION REQUIRED

2. Report dated September 1, 1981, from the Chairman of the Public Works Committee, on Resolution 79-17 of the Ontario Traffic Conference which reads as follows:

> "WHEREAS the general public believes that stop signs are a deterrent to speeding; and
>
> WHEREAS the general public also believes that the posting of unrealistically low speed limits will result in lower driving speeds; and
>
> WHEREAS studies have shown the foregoing not to be true,
>
> THEREFORE BE IT RESOLVED that the Ministry of Transportation and Communications be requested to establish warrants for the creation of (a) all-way stops and (b) speed zones of less than 40 km/h."

In his report, Councillor Culham takes issue with this recommendation and suggests that it is both inappropriate and counterproductive, since he feels that the matter is clearly of local jurisdiction. Councillor Culham further points out that if the Ontario Traffic Conference Resolution is implemented by the Province, the City of Mississauga's present review of its programme and the possible standards derived therefrom would be totally inoperative.

Also attached to the agenda is a report dated September 22, 1981, from the Commissioner of Engineering and Works, in response to Councillor Culham's report. In his report, Mr. Taylor points out that the Ontario Traffic Conference Resolution is two years old with no results to date and his

ITEM 2 CONTINUED...

Department is checking with the M.T.C. to see if they intend to take any action. Mr. Taylor further points out that STOP signs and Speed Limit signs are subsidized by the M.T.C. at the rate of 50%.

A further report from the Commissioner of Engineering and Works, dated September 23, 1981, is attached to the agenda wherein he reports that the M.T.C. is in basic support of the warrants developed by the Ontario Traffic Conference Technical Committee and that they have been requested to include these warrants in the Ontario Manual of Uniform Traffic Control Devices only as a guide to municipalities and not as a directive.

Mr. Taylor recommends:

> "That the City of Mississauga take no action in connection with Resolution 79-17 of the Ontario Traffic Conference regarding the installation of all-way stop signs and that the reports from the Commissioner of Engineering and Works dated September 22nd and September 23rd, 1981, and the report from the Chairman of the Public Works Committee dated September 1, 1981, be received."

File: F.06.04.01

RECOMMEND RECEIPT

3. On September 9, 1981, General Committee considered a report dated August 25, 1981, from the Commissioner of Engineering and Works in response to a request from the Region of Peel for the Area Municipalities to comment on the Truck Route Network Study, 1981. In this report, Mr. Taylor outlined the guidelines and criteria used by the Region as summarized in Table 1. Further, the Engineering and Works and Planning Departments reviewed the proposed network and recommended a number of changes which were outlined in Table 2 and compared them to the Region's proposed network. Mr. Taylor advised that the proposed recommendations had been submitted to the Ontario Trucking Association for their comments. Mr. Taylor recommended:

(a) That the Ontario Trucking Association's comments with respect to the proposed truck network be received prior to implementation of same.

ITEM 3 CONTINUED...

(b) That the subject of construction of noise barriers be referred to the joint study team comprised of Staff of the Region of Peel and the Area Municipalities.

(c) That road construction identified in the study be considered for inclusion in the proposed 5-year Capital Budgets of the City of Mississauga and the Region of Peel based on the usual criteria of need, capacity, traffic volumes and available subsidy.

(d) That the night time restrictions be made standard throughout the City of Mississauga at 7:00 p.m. to 7:00 a.m., Monday to Saturday, to conform with adjacent municipalities.

At the same meeting, General Committee also considered a letter dated June 30, 1981, from Mr. G. M. Parke, Executive Director, Public and Regulatory Affairs of the Ontario Trucking Association, advising that the Association and its members agreed with the philosophy and recommendations of the Region of Peel Truck Route Network Study; however, Mr. Parke expressed concern regarding the implementation of prohibitive trucking by-laws on an ad hoc basis with no input from the industry. Mr. Park advised that OTA would welcome the opportunity to meet with the Mayor and Council to discuss proposals to ensure by-laws adequately respect requirements of the trucking industry and suggested that the City consider a standing policy to advise the trucking industry well in advance of any contemplated changes to traffic routes to provide the industry with an opportunity to respond to these proposals in advance of their implementation.

Council, at its meeting held on September 14, 1981, adopted the following recommendation of General Committee:

> "That the report dated August 25, 1981, from the Commissioner of Engineering and Works, and the letter dated June 30, 1981, from Mr. G. M. Parke, Executive Director, Public and Regulatory Affairs of the Ontario Trucking Association, with respect to the Region of Peel Truck Route Network Study, be referred to the Public Works Committee for consideration."

File: A.02.04.06.01

DIRECTION REQUIRED

ITEM 5 CONTINUED...

construction of asphalt paths instead of concrete sidewalks along Burnhamthorpe Road are not recommended since their life expectancy is shorter and cost savings are minimal.

Mr. Taylor recommends:

(a) That a City policy be adopted to construct concrete sidewalks on all major roads consistent with adjacent development.

(b) That the construction of a concrete sidewalk on the north side of Burnhamthorpe Road between Golden Orchard Drive and Tomken Road be considered in the 1982 Capital Sidewalk Construction Programme.

(c) That consideration be given at the time of the 1982 Capital Budget discussions for an additional allocation of $40,000.00 per year to be assigned to the Capital Construction Sidewalk Programme to ensure that a walk on both sides of Burnhamthorpe Road from Etobicoke Creek to Winston Churchill Boulevard evolves in harmony with abutting developments.

File: F.06.03.03

RECOMMEND ADOPTION

6. At the Regional Council Meeting on July 7, 1981, a report from Mr. W. J. Anderson, Commissioner of Public Works, Region of Peel, regarding grass cutting on Regional roads, was referred to the area municipalities for their comments. In his report, Mr. Anderson advises that the Region's policy is to cut grass in urban areas four times a year; all other areas twice a year, and compares this to the levels of service in Brampton and Mississauga. He points out that grass cut by hand four times a year costs approximately $120.00 per acre and that the grass cut by tractor twice a year costs approximately $29.00 per acre in 1981 prices and recommends that area municipalities requiring a higher level of service in certain areas assume the responsibility for this grass cutting and that the Region pay to the Municipality the appropriate amount it would have cost the Region to maintain the Regional level.

Attached to the agenda is a report dated September 22, 1981, from the Commissioner of Engeering and Works, wherein he advises that the Region's present policy of cutting boulevards four times a year is one more cutting per year than the City's

ITEM 6 CONTINUED...

policy in 1981. He suggests that consideration be given to increasing the City's level of service to four cuttings per year during the 1982 Current Budget discussions, but points out that the budget was being prepared on the basis of three cuttings per year with a fourth cutting in problem areas.

Mr. Taylor recommends:

(a) That the level of service for mowing of grass on City streets in 1982 be three times a year, with a fourth cutting in high problem areas; and

(b) That the Region of Peel be requested to continue grass cutting on Regional roads in the City of Mississauga in 1982 at the same level as provided in 1981.

File: A.02.04.07

RECOMMEND ADOPTION

7. On August 13, 1981, the Public Works Committee made the following recommendation which was adopted by Council on September 14, 1981:

(a) That a letter be prepared by the Commissioner of Engineering and Works explaining the provisions of City of Mississauga By-law #158-81 dealing with the collection of garbage, brush and debris and requesting the co-operation of residents in the City of Mississauga.

(b) That a copy of the letter from the Commissioner of Engineering and Works be attached to the Notice of Violation, left by the By-law Enforcement section of the Building Department, at the premises of violators of By-law #158-81.

Attached to the agenda is a report dated September 22, 1981, from the Commissioner of Engineering and Works attaching, as Schedule 'A', the proposed pamphlet with respect to the garbage collection and as Schedule 'B', the suggested Notice of Violation which would be left with a resident as the first warning to an offender under the Garbage By-law.

ITEM 7 CONTINUED...

In his report, Mr. Taylor recommends:

(a) That the Public Relations Department be requested to prepare and deliver 100,000 copies of the Garbage Information Brochure, attached to Mr. Taylor's report of September 22, 1981, at a cost of $3,000.00 plus tax, plus $35.00 per thousand for delivery.

(b) That the Notice of Violation, attached to Mr. Taylor's report of September 22, 1981, with respect to Garbage, be approved for issuance to residents.

File:F.05.04.03

RECOMMEND ADOPTION

8. Memorandum dated September 22, 1981, from the Commissioner of Engineering and Works, advising that it is his Department's intention to have the Consulting Engineer review the Computerized Traffic Signal Study with the Public Works Committee at its November, 1981, meeting.

File: F.06.02

RECOMMEND RECEIPT

9. Council, at its meeting on July 15, 1981, recommended that the draft Engineering Agreement, as amended by the Public Works Committee on June 18, 1981, be circulated to the development industry, and further, that their comments and the draft Agreement be considered by the Public Works Committee at its meeting on August 13, 1981.

Attached to the agenda is a copy of the draft Engineering Agreement, as amended, and a copy of the replies received from the following:

(i) Mississauga Peel Land Consultants Limited, dated August 4, 1981.

(ii) Traders Associates, dated July 30, 1981

(iii) R. E. Winter & Associates Ltd., dated August 5, 1981

(iv) Carma Developers Ltd., dated August 4, 1981

ITEM 9 CONTINUED...

(v) Pinetree Development Co. Limited, dated August 5, 1981

(vi) The Proctor & Redfern Group, dated August 13, 1981

Council, at its meeting on September 14, 1981, adopted the following recommendation of the Public Works Committee:

> "That the Commissioner of Engineering and Works review, with the City Solicitor, the various comments received from the development industry and submit their recommendations on the final draft of the Engineering Agreement for residential subdivisions to the Public Works Committee for consideration at their September 17, 1981, meeting."

It is anticipated that a report from Mr. W. P. Taylor concerning this matter, will be available at the meeting.

File: A.00.02.01

DIRECTION REQUIRED

10. Report dated September 15, 1981, from the Commissioner of Engineering and Works, on the security of construction equipment on project sites. At the Council Meeting on July 15, 1981, Councillor Mahoney expressed concern with respect to the security of construction equipment at various sites across the City, whether on City, Provincial or job sites.

In his report, Mr. Taylor advises that his Department has conducted a full review of the security of construction equipment on project sites and feels that the security measures being employed by contractors engaged on capital projects within the City are reasonable and acceptable. Similar reviews have been undertaken on many occasions by the equipment manufacturers, insurance firms, contractors and various Provincial and Municipal authorities, and all practical measures are taken to eliminate vandalism where possible.

Mr. Taylor recommends:

> "That the report dated September 15, 1981, from the Commissioner of Engineering and Works, concerning construction equipment on project sites, be received."

File: F.01.01

RECOMMEND RECEIPT

11. Summary of Unfinished Business relating to the Public Works Committee as of September 28, 1981.

File: A.03.04.06

RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00030
13 211 00207

To The Chairman and Members of Public Works Committee
Dept. City of Mississauga

From William P. Taylor, P.Engr, Commissioner
Dept. Engineering and Works

RECEIVED
REGISTRY No. 5898
DATE MAY 11 1981
FILE No. F. 06. 04. 05.
CLERK'S DEPARTMENT

P. W. DATE Oct. 1/81

REQUEST NO's. 64-81 and 82-81.
and 161-79

May 7, 1981

LADIES & GENTLEMEN :

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

SOURCE : Deputation made by Mr. D. Hoerz at the Council meeting held on March 30, 1981.

Letter dated March 11, 1981, from Mr. W. Marshall, 3337 Queen Frederica Drive, Mississauga, L4Y 2Z9.

COMMENTS : At its meeting of March 30, 1981, Mr. D. Hoerz appeared before Council to speak on a number of matters of concern to him.

One of his concerns was the installation of unwarranted STOP signs in Mississauga. Mr. Hoerz's suggestion was that consideration be given to STOP signs on one street and YIELD signs under the intersecting street. This suggestion is not workable and would result in conflicting modes of control at an intersection, and one that is not permitted under the Highway Traffic Act.

Under the Highway Traffic Act, when approaching a STOP sign, a motorist is required to bring the vehicle to a full stop immediately before entering the intersection and shall yield the right-of-way to traffic in the intersection or approaching the intersection. The motorist approaching a YIELD sign must, as required by the Highway Traffic Act, slow down to a reasonable speed or stop if necessary, and shall yield the right-of-way to traffic in the intersection or approaching the intersection. Therefore, you would have a vehicle on one street slowing down and yielding the right-of-way to another vehicle which is required to stop under the Highway Traffic Act.

continued ...

FORM 145

1a

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

Also, at its meeting of April 27, 1981, Council referred to the attached letter from Mr. W. Marshall to the Public Works Committee for report. Mr. Marshall also expressed concern about the over abundance of STOP signs and the wasting of energy caused by them. He also expressed concern regarding the wasting of energy while stopped at traffic signals.

Mr. Marshall referred to the traffic signals at Blundell Road and Dixie Road which are under the jurisdiction of the Region of Peel. The Region of Peel has been advised of this complaint and will be investigating and replying accordingly.

The City has set up its existing traffic signal equipment to handle the traffic volumes in the most efficient manner, however no further major improvements in traffic flow efficiency can be achieved until the traffic signals are interconnected and co-ordinated. As Council is aware, a study is currently under way for the connection of the traffic signals in Mississauga to a central control computer.

The City of Mississauga presently has 170 existing multi-way stops. Without an extensive review of the past files, it is difficult to determine the exact number of these multi-way stops which are not warranted on the basis of sound engineering practice, however our estimate would be that 80% of the existing multi-way stops are unwarranted and were installed by resolution of Council.

The Credit Woodlands Pilot Project - Final Report which was received by Council at its meeting of March 12, 1979, recommended that all-way stops be installed on the basis of criteria contained in the report. This report was referred to the Traffic Safety Council for comment and it was subsequently recommended that a traffic study be done after the opening of the Burnhamthorpe Road Bridge over the Credit River.

The following are the Traffic Engineering criteria contained in the Credit Woodlands Pilot Project - Final Report :

continued ...

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

CRITERIA FOR THE INSTALLATION OF ALL-WAY STOP SIGNS

All-way stop sign installation may be considered if any of the following conditions exist :

1. Volume

   a) Total vehicular volume entering the intersection from all approaches must average 300 per hour for any eight hours of an average day. (Twenty-four hours equivalent approximately 4,000 vehicles).

   b) In addition, the vehicular volume entering the intersection from the minor streets for the same eight hours must average at least :

      i) 1/3 of the total volume entering the intersection (100 per hour minimum) in the case of a 4-way intersection

      or

      ii) 1/4 of the total volume entering the intersection (75 per hour minimum) in the case of a 3-way intersection

2. Accidents

   Five or more of types susceptible of correction by STOP signs within a 12 month period, with satisfactory observance and enforcement of less restrictive control.

3. Visibility

   The straight line sight distance on one or more approaches of the major street for vehicles or pedestrians crossing the intersection is less than 200 ft.

4. Residential Area

   Volume warrants to be reduced to 60% of the values above if ALL of the following conditions are met :

   a) Both streets have residential frontage with existing speed limits of 50 km/h or less

   b) Neither street is designated as an arterial or major collector street in the Official Plan

continued ...

1c.

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

c) Neither street exceeds 40 ft. of roadway width

d) No existing STOP sign or signal is located on the more heavily travelled street within a distance of 800 ft.

e) Roadways extend 800 ft. or more away from the intersection on at least three sides

f) Installation of an all-way stop is compatible with overall traffic circulation needs for the residential area

---

These traffic engineering criteria were developed and are used by the Traffic Section to ensure that neighbourhood traffic control measures are utilized in a reasonable and uniform manner throughout the City. It should be noted that these criteria have two sections. Section 1 is designated the full warrant, and the second section is designated for residential areas. The volume warrants for the residential areas represent 60% of the full warrant and have been developed to give special consideration to traffic conditions in residential areas.

As indicated previously a conservative estimate of the number of unwarranted all-way stops is 80% of the total, or 134 locations.

Most of the unwarranted all-way stops have been installed for the purposes of speed control and/or discouraging traffic which is not local to the street in question. Studies and experience have shown that the signs are not generally effective in reducing speed along the overall section of roadway and in fact, may cause an increase in vehicle speed on the roadway sections beyond the all-way stop. The use of all-way stops for speed control or cut through traffic can eventually produce very serious consequences. The Police cannot be on hand at all locations at all times to ensure observance of these devices. Voluntary observance is forthcoming only for so long as the driver can recognize the logic behind the use of the STOP sign. As soon as widespread misuse

continued ...

1d

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

becomes obvious, observance starts to decrease, not only at the one location where a particular driver may be exposed to it, but all locations where the same device is used. This effect becomes particularly important where children cross at the intersection and can be lulled into a false sense of security by the placement of the STOP sign. Other pedestrians and drivers on the minor road also can be given a false sense of security.

STOP sign observance studies were conducted at locations in the Credit Woodlands under the Credit Woodlands Pilot Project. These studies found that an average of 78% of the total vehicles did not complete a full legal stop during the peak period, including 19% of the total vehicular volumes which demonstrated a total disregard for the stop condition by proceeding through at speeds greater than 5 km/h (3 mph). During the off peak period an average of 68% of the observed traffic did not stop completely including 19.7% at speeds greater than 5 km/h (3 mph).

There have been numerous studies to determine the fuel consumption a vehicle uses when going through a stop-go cycle. It has been found that a vehicle consumes approximately 0.0367 litres of gasoline when decelerating from a speed of approximately 50 km/h to a stop, and then accelerates to a speed of approximately 50 km/h again. This consumption assumes essentially no idling time which would be the situation encountered on the major road at an all-way stop when the intersecting street and its traffic volumes are of a minor nature.

The attached chart indicates the consumption of gasoline at a STOP sign during a stop-go cycle on a daily and annual basis for various Average Daily Traffic volumes on a roadway. The chart also shows the annual gasoline costs based on an average cost of 34¢/litre. These calculations do not include fuel consumed during idling at an intersection. If an all-way stop is installed on a major road, there would be idling time involved which would increase fuel consumption.

A preliminary review of representative unwarranted all-way stop locations has indicated that the average AADT on the major road at these locations is approximately

continued ...

1e

SUBJECT : Unnecessary STOP signs in the City of Mississauga

COMMENTS :
continued ...

3,000 per day. The average gasoline consumption on the major street would average 40,187 litres/year (8,832 gallons/year) per all-way stop. The total average cost of gasoline per intersection would be $13,664. Therefore, as there are approximately 136 unwarranted all-way stop locations in the City, the total amount of gasoline consumed at all of these locations by vehicles on the major road is approximately 5,465,432 litres/year (1,201,560 gallons/year) at a total cost of $1,800,000/year.

It should be noted that there are other factors in addition to energy that should be considered when installing an all-way stop, such as pollution, nuisance, vehicular maintenance and increased accident experience.

RECOMMENDATION : In view of the high energy consumption and other associated factors to the motoring public required to comply with the unwarranted all-way stop signs on residential streets, it is recommended that the "Criteria for the Installation of All-Way Stop Signs" contained in this report be adopted.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday

JWT:jb

RECEIVED
APR 14 1981
MAYOR'S OFFICE

5377 Queen Frederick Dr.,
MISSISSAUGA, Ont.,
L4Y2Z9
March 11,81

4649
APR 15 1981
F.CC.04.05

They're $750,000 gas guzzlers

By Susan Pigg Toronto Star

Fewer stop signs could save Metro drivers more than 500,000 gallons of gasoline each year, says North York's traffic commissioner.

Syd Cole has argued during the past five years that such municipalities as North York should remove unnecessary signs because each needluss stop and start eats up thousands of gallons of gasoline annually.

Cole has finally won support for his energy-conservation efforts in the Metropolitan Toronto-Area Transportation Energy Study commissioned by Metro, the TTC and the Ministry of Transportation and Communications.

Among energy-saving recommendations in the four-volume report is what Metro roads commissioner Sam Cass calls "the most simple, but the hardest (recommendation) to implement" — elimination of the red and white signs that have sprouted up on hundreds of street corners in the past few years.



"We're talking about a very gigantic saving of gas, but the possibility of implementing it would probably be zilch," Cass said in an interview yesterday.

Cole said many signs have been springing up recently because of residents' pressure on aldermen to erect signs for fear of losing votes.

Cole said studies indicate each needless stop and acceleration in a 30-mile-an-hour zone wastes about 1/100 of a gallon of gas at a cost of about 1.5 cents each time.

He said traffic studies done in North York indicate the volume of traffic stopped and started at its 368 four-way stops each day adds up to about 100,000 gallons of wasted gas each year — and about five times that much in the whole of Metro.

And that estimated 500,000 gallon waste has a staggering price tag for Metro drivers of about $750,000.

Request for Report # 82-81

DEAR MAYOR:

The above article was in a recent issue of the Toronto Star. I have removed it to send to you because I believe that MISSISSAUGA has an over abundance of our own STOP signs and that we too are not doing anything to help the fuel shortage. We are also spending untold dollars paying for gas that is used up while sitting motionless at useless traffic lights. Just to mention one....the bite at the corner just south of Duncan on Dixie that allows drivers to enter & leave the diver test area. This is not used at nite yet there we sit idling, wasting gas. Many streets have far too many stop signs just as the story says. It's expensive & anoying.

Hope you can do something to alleviate this problem and in any case keep up your good work.

Yours truly

Walter Marshall

REFERRED TO W. TAYLOR FOR REPORT TO GENERAL COMMITTEE

Apr 27/81

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00207

To The Mayor and Members of Public Works Committee, City of Mississauga

From William P. Taylor, P.Eng., Commissioner

Dept. Engineering and Works

August 12, 1981

LADIES & GENTLEMEN :

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

SOURCE : Public Works Committee meeting May 21, 1981.

COMMENTS : Council, at its meeting of June 5, 1981, adopted the following recommendation of the Public Works Committee :

"a) That the Commissioner of Engineering and Works be requested to prepare an information sheet setting out the warrants required for the installation of traffic control devices, particularly those required for all-way stop signs, in the City of Mississauga, and that this information sheet, accompanied by an explanatory letter from the Chairman of the Public Works Committee, be circulated to all Ratepayers Associations in the City of Mississauga requesting their comments to be considered at a future meeting of the Public Works Committee.

b) That the report dated May 7, 1981, from the Commissioner of Engineering and Works, regarding unnecessary stop signs in the City of Mississauga be deferred to the meeting of the Public Works Committee when the comments from the Ratepayers Associations are being considered."

The attached information sheet outlining the proposed "Criteria for the Installation of All-way Stop Signs" was prepared by the Engineering Department, and has been used in the past by the Engineering Department when evaluating requests for all-way stops.

In addition to the preparation of this information sheet, Councillor Culham requested that the Committee be provided with further details on how the proposed warrants were

continued ...

12057
AUG 17 1981
F.06.04.05

FORM 145

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS : continued ...

derived and examples of intersections where these warrants are satisfied and intersections where the warrants are not satisfied, but where all-way stops have been installed.

As outlined on the attached information sheet the proposed warrants consider a number of factors when evaluating the need for an all-way stop, namely vehicular volumes, accidents, intersection visibility and the nature of the surrounding area (i.e. modified warrants for residential areas).

The proposed warrants for the installation of all-way stops were developed by the Engineering Department as it became obvious during The Credit Woodlands Pilot Project that there is a need for guidelines to ensure that neighbourhood traffic control measures, in particular the installation of all-way stops, are utilized in a reasonable and uniform manner.

This need for guidelines is presently being reinforced by the proliferation of requests for all-way stops. It should also be pointed out that the motorist who objects to the proliferation of all-way stops which have already occurred are also becoming more vocal.

The warrants as proposed by the Engineering Department were developed after a review of suggested warrants of the Institute of Transportation Engineers, the Ontario Traffic Conference and a review of existing all-way stop policies of municipalities in Ontario. The warrants were tailored to existing conditions within Mississauga by the creation of two vehicular volume warrants. One vehicular volume is used when evaluating intersections on arterial or major collector roads, and a second reduced vehicular volume when considering a request in a residential area. The Ontario Traffic Conference which consists of Traffic Engineering Professionals, Law Enforcement Professionals and Politicians from municipalities throughout Ontario have, as noted above, developed recommended warrants for the installation of all-way stops. They have also made a submission to the Minister of Transportation and Communications recommending that the Ministry establish warrants on a province wide basis.

continued ...

SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

Briefly, the recommended warrants of the Ontario Traffic Conference (O.T.C.) are also based on two different levels, one for arterial and major collector roads, and one for other roads. It should also be pointed out that the volume warrants for the O.T.C. proposal are much higher than those proposed by the Engineering Department. A copy of the O.T.C. warrants is attached, but briefly the differences are outlined below :

		Mississauga	O.T.C.
Arterials and Major Collectors	1(a) Total volume entering intersection on all approaches	300 vehicles per hour average over 8 hours	500 vehicles per hour average over 8 hours
	1(b) Minor side street volume	(i) 1/3 of total vehicular volume (100 min.) for a 4-way intersection (ii) 1/4 of total vehicular volume (75 min.) for a 3 way intersection	200 vehicular and pedestrian <u>with</u> an average delay on side street of 30 seconds or greater
Non-collector roadways	1(a) Total volume entering intersection on all approaches	60% of full warrant or 180 vehicles per hour averaged over 8 hours	a) total 350 vehicles per hour for the highest hour recorded
	1(b) Minor side street volume	60% of full warrant i.e. 60 vehicles minimum in the case of a 4 way intersection, and 45 per hour in the case of a 3 way intersection	b) volume split of at least 75/25 for a 3 way and 65/35 for a 4 way control

continued ...

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SUBJECT : Unnecessary STOP signs in the City of Mississauga.

COMMENTS :
continued ...

Committee at the time the comments of the Ratepayers are summarized.

Also for the Committee's information, the warrant sheet for the installation of traffic control signals is attached. These warrants were developed by the Ministry of Transportation and Communications of Ontario, and are used throughout the province. The Ministry also uses these warrants when determining an installation's eligibility for subsidy. It should be noted that the volume requirements are considerably higher than those for an all-way stop.

RECOMMENDATIONS :

1. That the warrant information sheet attached to this report be circulated to the Ratepayers Associations in Mississauga for their comment.

William P. Taylor

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday

WT:jb

Att.

ONTARIO TRAFFIC CONFERENCE RECOMMENDED WARRANTS FOR THE INSTALLATION OF ALL-WAY STOPS

WHERE ALL-WAY STOPS MAY BE USED:-

1. (a) At two like road-ways. Each approach should contain the same number of lanes and have preferably four non skewed approaches.

   (b) As an interim measure where traffic control signals are warranted but cannot be implemented immediately.

   (c) At locations having a high accident frequency where less restrictive measures have been tried and found inadequate. For the purpose of this warrant, a high accident frequency is an average four accidents per year for a three year period and only those accidents susceptible to relief through multi-way stop control will be considered (i.e. right angle and turning type collisions). Included in this warrant are those locations where visibility problems exist which limit the safe approach speed to less than eight miles per hour, thereby creating an unreasonable accident potential. Special advance warning or overhead flashing lights may be necessary to augment the control if vertical or horizontal alignment is a factor.

(d) As a means of providing an introductory period to accustom drivers to a reversal of intersection control. Installation under this warrant will be for a period not to exceed three months.

2. On arterial roads and major collector streets the following volume warrant may be used.

   (a) a total vehicle volume on all intersection approaches, exceeding 500 vehicles per hour for any eight hours of the day and,

   (b) a combined vehicular and pedestrian volume on the minor street exceeding 200 units per hour for the same eight hours with an average delay to traffic on the minor street of greater than thirty seconds and,

   (c) a volume split does not exceed 70/30.

3. On roads and streets not considered to be either arterial or major collector streets.

   (a) where observance of the sign is not hampered by curves or grades and a safe stopping distance of 100m is existing and,

   (b) a distance of 250m is maintained between traffic control devices, signals, other stops or legal pedestrian crossovers and,

   (c) a total vehicle volume on all intersection approaches exceeding 350 for the highest hour recorded and,

   (d) a volume split does not exceed 75/25 for three-way control or 65/35 for a four way control.

1.7.

INFORMATION SHEET ON THE WARRANTS FOR THE INSTALLATION OF ALL-WAY STOPS

The Council of the City of Mississauga has been receiving an increasing number of requests for the installation of all-way stops. It has become obvious that there is a need to develop a set of warrants and guidelines which will result in the uniform application of this form of traffic control throughout the City.

The over proliferation of all-way stops has created a situation where driver non-observance of STOP signs is widespread and could potentially create problems more dangerous than those which the installation of all-way stops were intended to correct. Recent studies by the Engineering Department indicate that STOP sign observance ranges from a high of 74% at an intersection which would satisfy the proposed warrants, to a low of 0% at an intersection which would not warrant an all-way stop under the proposed warrants.

The proposed warrants and guidelines are outlined below and have been set up so as to give different consideration to residential areas and to arterial and major collector roadways. If there are any questions concerning the proposed warrants, please contact Mr. John Thomas, Traffic Engineer, at 279-7600 ext. 526.

WARRANTS FOR THE INSTALLATION OF ALL-WAY STOP SIGNS

An all-way stop sign installation may be considered if any of the following conditions exist :

1. Vehicular Volume Full Warrant (to be used on arterial and major collector roads, such as Rathburn Road, Clarkson Road, etc.)

continued ...

(a) Total vehicular volume entering the intersection from all approaches must average 300 per hour for any 8 hours of an average day.

(b) In addition, the vehicular volume entering the intersection from the minor streets for the same 8 hours must average at least :

i) 1/3 of the total volume entering the intersection (100 per hour minimum) in the case of a 4 way intersection,

<u>or</u>

ii) 1/4 of the total volume entering the intersection (75 per hour minimum) in the case of a 3 way intersection

The satisfying of both parts of the volume warrant are important since the installation of an all-way stop should be at the intersection of similar roadways and the part (b) of the volume warrant is meant to ensure that there will be sufficient traffic volumes on the side streets in order that the motorist on the main road perceives there is a logical reason for the STOP sign. This will reduce the incidence of driver disobeyance of the STOP signs.

2. <u>Residential Area Warrant</u>

Volume warrants to be reduced to 60% of the values above if <u>ALL</u> of the following conditions are met :

continued ...

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City of Mississauga FILE REF: 11 141 00010
22 141 00024

MEMORANDUM

To The Mayor and Members of General Committee, City of Mississauga

From William P. Taylor, P. Eng., Commissioner

Dept. Engineering and Works

G. C. DATE SEP 0 3 '81

August 25, 1981

LADIES & GENTLEMEN :

SUBJECT : Truck Route Network Study 1981, Region of Peel.

ORIGIN : Request from Peel Region Council for comments on the Truck Route Study, 1981.

COMMENTS : The Region of Peel undertook this study to develop regional transportation planning guidelines for the formulation of a regional truck route network to serve the residents, the business community, the trucking industry and the general road users within and through the Region.

The Region of Peel has circulated their report to the Area Municipality Councils and other affected authorities. Copies of the study report have been circulated to all members of City Council.

16718
TP2 1981
A.02.04.16.01

The Region of Peel's proposed truck route network is shown in Exhibit 11 of the study report. The guidelines and criteria used by the Region when preparing this report are contained in the report and have been briefly summarized in the attached table 1. The Region of Peel has indicated that this resultant truck route network can only be considered valid for a short to medium time (from one to five years) and will require periodic review and evaluation. It should be noted that Exhibit 11 has had some future roads included on it such as Mavis Road extension and the Derry Road diversion and it is intended that these roadways will be added to the truck route network when they are constructed.

The Engineering and Planning Departments have reviewed the Region's proposed truck route network and have recommended a number of changes in the proposed network. The attached table 2 outlines the comparison of the Region's proposed network and the Engineering and Planning Departments recommended changes for roads within the City of Mississauga. It should be noted that where a roadway has not been indicated on the truck route network, it has been identified as not being essential to the network and any existing restrictions would remain. Examples of this would be Bloor Street and Mississauga Road. Basically the number of roads with night time restrictions have been increased by City staff as the roads recommended by staff pass through residential areas and are not felt to be essential to the 24 hour truck route network.

...continued

Road	From	To	Existing Restrictions	Region of Peel Recommendation	City of Mississauga Recommendation
Second Line West	Eglinton Avenue	North City limit	Load restriction Britannia Road North	24 hour truck route	Night restriction from Eglinton Avenue to north City limits
Mavis Road	The Queensway	Eglinton Avenue	None	Night restriction The Queensway to Dundas Street. 24 hour truck route from Dundas Street to Eglinton Avenue. Ultimately 24 hour route to north City limits when extension constructed.	Same as Region
Hurontario Street	Lakeshore Road	North City limit	None	24 hour truck route	Same as Region
Kennedy Road	Eglinton Avenue	North City limit	Load restriction	24 hour truck route	24 hour route Matheson Blvd. to north City limit. Night restriction from Eglinton Avenue to Matheson Blvd
Central Parkway East	Burnhamthorpe Road	Eglinton Avenue	Not completed under Highway 403	24 hour truck route	Night restriction
Cawthra Road	Lakeshore Road	Highway 403	Recently passed night restriction from Dundas Street to Highway 403	24 hour truck route	Night restriction from Dundas Street to Highway 403 *

Road	From	To	Existing Restrictions	Region of Peel Recommendation	City of Mississauga Recommendation
Junken Road	Burnhamthorpe Road	North City limit	24 hour restriction from Dundas Street to Eglinton Avenue. Load restriction from Britannia Road to north City limit	24 hour truck route	24 hour restriction from Dundas Street to Eglinton Avenue
Dixie Road	Lakeshore Road	North City limit	None	24 hour truck route	Same as Region
Creditview Road	Derry Road	North City limit	None	24 hour truck route	Same as Region
Torbram Road	Derry Road	North City limit	None	24 hour truck route	Same as Region
Airport Road	East City limit	North City limit	None	24 hour truck route	Same as Region
Goreway Drive	East City limit	North City limit	24 hour restriction between Brandon Gate Drive and north City limit	24 hour truck route	Night restriction between Derry Road and north City limit. However, during reconstruction of the Derry Road/Airport Road intersection, it may be necessary to permit truck movement in the interim

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Road	From	To	Existing Restrictions	Region of Peel Recommendation	City of Mississauga Recommendation
Britannia Road	Ninth Line	Kennedy Road	Load restriction Hurontario Street to Kennedy Road	24 hour truck route	Same as Region
	Tomken Road	Halton Airport	None	24 hour truck route	Same as Region
Courtneypark Drive	Kennedy Road	Dixie Road	None	24 hour truck route	Same as Region
Derry Road	Ninth Line	Highway 427	None	24 hour truck route	Same as Region

Ontario Trucking Association

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9778

B. C. DATE 1981

F-06-04-06

C. A. DATE

June 30th, 1981

RECEIVED
AUG - 4 1981
-90
MAYOR'S OFFICE

Mayor Hazel McCallion and Council
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Mrs. McCallion,

After a thorough investigation of industry concerns and feelings, over the last few weeks, I am happy to report at this time that the Ontario Trucking Association and its members agree with the philosophy and recommendations of the Region of Peel Truck Route Network Study, as circulated for public comment in April of this year.

The trucking industry, as a prime road user, appreciates the time and effort Council and your municipal support staff have devoted to research and to prepare this thorough investigation of truck routing requirements in your municipality. We hope the study will be implemented as written to best meet the needs of the trucking industry, the shipping public and other road users.

The Region of Peel Truck Route Network Study clearly indicates the importance of establishing a comprehensive truck route network to serve the residents of Peel, the business community, the trucking industry and general road users. A comprehensive truck route system will help to attract and maintain a high level of industrial and commercial assessment and employment opportunities within the Region.

A resolution passed by Regional Council early in April when the study made its formal appearance emphasized that concerned parties such as the trucking industry should be provided an opportunity to respond to the study and have their concerns addressed in the final product. Co-operation between concerned parties was seen as an important element in the study's validity and its ability to serve the Region.

...../2

555 Dixon Road, Rexdale, Ontario M9W 1H8 Telephone (416) 247-7131
Affiliate Canadian Trucking Association

Co-operation in traffic planning will benefit your municipality and the trucking industry. Ad hoc decisions can create routing confusion, increase fuel consumption and transportation costs, and contribute to noise pollution and the quality of the environment if vehicles are forced to take circuitous routes to avoid small residential areas adjacent to major arterials.

I trust these matters to your consideration, with the hope we can work co-operatively together for a better future.

Yours truly

G.M. Parke
Executive Director
Public and Regulatory Affairs

GMP/mf

555 Dixon Road, Rexdale, Ontario M9W 1H8 Telephone (416) 247-7131

4c

Consumers' Gas
950 Burnhamthorpe Road West
Mississauga, Ontario
L5C 3B4

Mississauga and Brampton:
Tel. (416) 276-3400
Orangeville:
Tel. (519) 941-1560

Consumers' Gas

1981-08-26

City of Mississauga
City Clerk's Office,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

RECEIVED
REGISTRY No. 16481
DATE AUG 28 1981
FILE No. B.04.01
CLERK'S DEPARTMENT

Attention: Ms. Linda Mailer, Committee Co-ordinator.

Dear Ms. Mailer:

Re: File: B.04.01
Standard Conditions of
Condominium Registration

Thank you for your response July 6, 1981.

As we discussed by telephone recently that if the issue of individual metering for condominiums relates only to "low rise" (townhouse) condominiums, we have no cause for concern.

As indicated in my letter June 23, 1981 our standard practice in townhouse projects is to provide individual metering.

I would appreciate confirmation that my interpretation of the stated recommendations is correct.

Yours truly,

J. C. Stewart,
Sales Manager,
Western Region.

JCS:mt

City of Mississauga

MEMORANDUM

Files: 17 111 81114
11 141 00039
11 321 82001

5

To: Chairman and Members of the Public Works Committee

From: W.P. Taylor, P. Eng. Engineering & Works

Dept.

P. W. DATE Oct 1/81

September 3, 1981

SUBJECT: Sidewalk Installation - (North side Burnhamthorpe Road between Golden Orchard Drive and Tomken Road).

ORIGIN: Request No. 173-81
(Council Meeting of 81/07/15)

COMMENTS: The Engineering Department has been requested to review and report if funds were provided by the area developers for the construction of a sidewalk on the north side of Burnhamthorpe Road between Golden Orchard Drive and Tomken Road.

There are no funds available from Engineering Agreements specifically assigned for the construction of a walk on Burnhamthorpe Road. Funds for major road improvements, including the various project items such as walk construction, are derived from the "Major Road Improvement Levy" and therefore it would be the City's responsibility to construct same.

The Engineering Department agrees that a walk on the north side of Burnhamthope Road to the captioned limits is desirable and warranted as residential construction in the area is quite active. The pedestrian volumes along Burnhamthorpe Road will increase as the homes become occupied and therefore, this sidewalk will be included in our preliminary 1982 Sidewalk Construction Programme for Council's review and approval.

Funds in the 1981 Capital Sidewalk programme are totally committed to the projects contained in the contract tender which is now on sale.

The estimated cost to provide a concrete sidewalk along the north side of Burnhamthorpe Road between Golden Orchard Drive and Tomken Road, a distance of 686 metres (2250 ft.), is $30,000.00.

RECEIVED
REGISTRY NO. 16834
DATE SEP 8 1981
FILE No. F.06.03.03.
CLERK'S DEPARTMENT

COMMENTS (continued) This department has also reviewed the request to provide an asphalt path instead of a concrete sidewalk along that section of roadway. The cost of constructing an asphalt walk is minimally less with a considerably shorter life expectancy. It is our recommendation that a City Policy be adopted to place concrete sidewalks on all major roads due to the permanent nature of this type of installation.

A progressive sidewalk construction programme should be considered along Burnhamthorpe Road to provide for construction of sidewalks on both sides of the roadway from the Etobicoke Creek to Winston Churchill Boulevard. An annual budget allocation of $40,000.00, in addition to that assigned to the sidewalk construction programme, would ensure that this walk evolves in an orderly manner in conjunction with present development.

RECOMMENDATIONS:

1. It is recommended that a City policy be adopted to construct concrete sidewalks on all major roads consistent with adjacent development.

2. That the construction of a concrete sidewalk on the north side of Burnhamthorpe Road between Golden Orchard Drive and Tomken Road be considered in the 1982 Capital Sidewalk Construction Programme.

3. That consideration be given at the time of the 1982 Capital Budget discussions for an additional allocation of $40,000.00 per year to be assigned to the Capital Construction Sidewalk Programme to ensure that a walk on both sides of Burnhamthorpe Road from Etobicoke Creek to Winston Churchill Boulevard evolves in harmony with abutting developments.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works

BES/sr
58E/1E

cc: E. Halliday

June 16, 1981.

File: AP-44

At the present time, the Region shows an inventory of approximately 125 acres of grass which is cut by hand 4 times a year for a total of 500 acres at an estimated cost of $60,000 or $120 per acre. We also have 975 acres which are cut twice a year by tractor for a total of 1950 acres at an estimated cost of $56,000 or $29 per acre. This level of service is consistent throughout the Region and in most cases appears to be satisfactory. In order to maintain a standard level of service provided at the Region's expense, but recognizing that an Area Municipality may wish a higher level of service in some areas, and that the Parks Department is better equipped to carry out this type of maintenance than is a Public Works Department, we would recommend that the Area Municipality assume the roadside maintenance of those areas and that the Region pay to that municipality the appropriate price per acre which it would have cost to maintain it at the Regional level of service, i.e., $120 or $29 per acre, with the rate being adjusted each year to reflect the changes in cost.

IT IS RECOMMENDED THAT, in those areas where an Area Municipality requires a higher level of service than that provided under Regional Policy, the Area Municipality assume the responsibility of grass cutting in those areas, and that the Region pay to the municipality the appropriate amount which it would have cost the Region to maintain them at the Regional level of service.

W. D. Anderson, P. Eng.,
Commissioner of Public Works.

RWKsh

c.c. L. E. Button,
Regional Clerk.

66

City of Mississauga

MEMORANDUM FILE: 11 141 00039
12 111 00001
11 111 00003

To Chairman and Members of the
Dept. Public Works Committee

From William P. Taylor,P.Eng.
Dept. Engineering and Works

P. W. DATE Oct. 1/81

September 22, 1981

SUBJECT: Grass Cutting on Regional Roads.

ORIGIN: Letter from Region of Peel dated June 16, 1981 - copy attached. Request Number 159-81

COMMENTS: We have been asked to review a report of Mr. W. J. Anderson's dated June 16, 1981, and would advise Committee that the Region's present policy of cutting boulevards 4 times a year is one more cut than the City's policy in 1981, which was 3 times per year.

17568
DATE SEP23 1981
A-02-04-07

The Public Works Committee may wish to consider that the level of service be increased in 1982 from 3 to 4 cuts a year, and that this consideration be given at the time of preparation of the 1982 Current Budget. We are currently preparing our 1982 budget for boulevard cutting, which would provide for 3 times a year, with a fourth cutting in high problem areas.

Based on the foregoing, we would suggest that the Region should be advised that we are satisfied with the level of service they provide on boulevard cutting on Regional roads in the City of Mississauga, and that they be requested to continue this service in 1982.

RECOMMENDATIONS:

1 - That the level of service for mowing of grass on City streets in 1982 be 3 1/2 times a year. It should be understood that the "half" time is for high problem areas.

2 - That the Region of Peel be requested to continue grass cutting on Regional roads in the City of Mississauga in 1982 at the same level as provided in 1981.

William P. Taylor,P.Eng.
Commissioner.

WPT.mh
c.c. E. M. Halliday,
A.E. McDonald,P.Eng.

FORM 145

City of Mississauga

MEMORANDUM FILES: 15 111 00010
11 141 00039

To Chairman and Members of the
Dept. Public Works Committee

From William P. Taylor, P.Eng.
Dept. Engineering and Works

P. W. DATE Oct. 1/81

September 22, 1981

Request No. 167-81

SUBJECT: Dissemination of information with respect to the brochure re Garbage, Brush and Debris pickup.

ORIGIN: Public Works Meeting of August 13, 1981.

COMMENTS: At the above noted Public Works Committee Meeting we were requested to do the following:-

1 - Prepare an information pamplet regarding Garbage, Brush and Debris collection which would clearly outline the responsibilities of the contractor. This was to be prepared in conjunction with the Public Affairs Department and under the direction of the Chairman of the Public Works Committee.

2 - We were also requested to have prepared a letter to those who are in violation of the Garbage By-law, and the suggestions for this letter were to be prepared by Councillor Dave Cook.

RECEIVED
REGISTRY NO. 17526
DATE SEP 23 1981
FILE NO. F-05-04.03.

Attached to this report, and noted as Schedule "A" is a copy of the proposed pamphlet with respect to Garbage Collection. If this is approved by Public Works Committee the cost of printing 100,000 copies will be $3,000.00 plus tax plus $3,500.00 for delivery to homeowners.

The item marked Schedule "B" is a suggested Notice of Violation, which would be left with a resident as the first warning to an offender under the Garbage By-law. This would replace the Notice of Violation which is presently being used.

RECOMMENDATIONS: 1 - That the Public Affairs Department be requested to prepare and deliver 100,000 copies of the attached Garbage Information brochure, at a cost of $3,000.00 plus tax plus $35.00 per thousand for delivery.

FORM 146

RECOMMENDATIONS:
(continued)

2 - That the attached Notice of Violation with respect to Garbage be approved for issuance to residents.

William P. Taylor, P.Eng.
Commissioner.

WPT.mh
c.c. E. M. Halliday,
A. E. McDonald, P. Eng.

att. 2

This up-date has been prepared to assist residents in becoming more aware of our new refuse collection procedures and By-law requirements in Mississauga which took effect June 1st, 1981. We are pleased with the results to date and hope that residents will accept the services available.

Your continued cooperation is appreciated.

Waste Newspaper

Bundles of waste newspaper placed out for garbage collection should not contain cardboard, foil papers, magazines, books, wax papers or plastics. This will eliminate contamination as the newspaper is being recycled. Residents are encouraged to continue to support local community groups, boy scouts, etc. performing paper drives.

Debris and Brush

Large articles of junk such as mattresses, chesterfields, stoves, refrigerators, etc. are picked up by a separate truck on the same day that garbage is collected.

Brush and tree limbs must be tied into compact bundles not exceeding 4 feet in length and 2½ feet in diameter and not weighing over 50 pounds each. Bundles that are not securely tied or fall apart will not be taken. The collection contractor may utilize extra trucks to collect brush during the heavy spring period which means that the regular garbage truck may bypass bundled brush especially the larger piles. Regular garbage trucks may bypass bundled brush at other times of the year when they are almost full, but will return to collect this material after they have emptied their loads.

Debris must be securely tied into compact bundles or parcels not exceeding 2½ feet in any dimension and not weighing over 50 pounds or may be placed in receptacles.

Large carpets should be cut in half for ease of handling.

Garbage

Garbage and rubbish should be placed in proper receptacles which shall be covered, watertight and not more than 30 inches high or 18 inches wide and shall not weigh more than 50 pounds when full. Receptacles which are smaller at the top than the bottom, such as 5 gallon paint cans, are not proper receptacles. Non-returnable 1.5 mil opaque plastic garbage bags of 2.75 cubic feet maximum capacity with ¼ inch heat bar sealed weld in the bottom thereof and capable of lifting 50 pounds of contents which are closed with proper plastic or wire reinforced ties may also be used.

Empty cardboard boxes must be flattened and tied into compact bundles not exceeding 2½ feet in any dimension. Bundles exceeding these dimensions will not be taken.

Not more than 6 lots (receptacle, bundle or parcel) of garbage, rubbish or other waste materials shall be placed out for each collection for any commercial or industrial (office waste only) establishment.

MATERIALS NOT COLLECTED

The following shall not be set out for collection:

a) swill or other organic matter not properly drained or wrapped.

b) liquid waste

c) medicines, drugs and medical needles

d) hay, straw or manure

e) night soil and animal waste

f) any material in receptacles or bundles which do not conform to the requirements stated above.

g) any material which has become frozen to the receptacle and cannot be removed by shaking at the time of collection

h) industrial and trade waste

i) sod, earth, brick, stone or building material or other building rubbish.

j) hot ashes or other waste materials capable of starting fires

k) explosive or highly combustible materials

Examples of building materials would include drywall, plaster, roofing materials, blocks, concrete, patio slabs, doors, eavestroughing, lumber, etc. Residents may take building materials or other waste materials to the garbage bins located at the landfill site on the Second Line West south of Britannia Road West. The bins are open 24 hours a day, 7 days a week. Residents who do not wish to bundle their brush may take this materials to the garbage bins for disposal.

General

Material for collection shall be set out before 7:30 a.m. on the day set aside for collection. Material for collection shall not be set out at the collection point before 6:00 p.m. on the day immediately preceeding the day set aside for collection.

The collection contractor is ROBRAN CONSTRUCTION LIMITED, 270-8237 and 270-8238.

A copy of By-Law #158-81 is available upon request from the Information and Public Relations Department, 279-7600 at City Hall, 1 City Centre Drive, Mississauga, Ontario, L5B 1M2.

7c

Solid Blue

Solid Blue



For more information contact the Engineering and Works Department at 270-8170.

Collection Up-Date

GARBAGE
DEBRIS
BRUSH

PREVIOUS DOCUMENT

RE-FILMED

7c

Solid Blue

Solid Blue



For more information contact the Engineering and Works Department at 270-8170.



7d

CITY OF MISSISSAUGA

SCHEDULE "B"

Dear Resident:

Beginning June 1st, 1981, the City of Mississauga began a new garbage collection system. In addition to saving $700,000 per year, there are improved services to residents which are explained in the accompanying brochure.

For reasons following, we were unable to remove the material you set out:

- ☐ Garbage receptacles, bundles or plastic bags, bundled brush and junk must not be placed out for collection before 6:00 p.m. the day preceding collection and not later than 7:30 a.m. on collection day.
- ☐ Brush shall be tied into bundles not exceeding four feet in length, or 2 1/2 ft. in diameter, and shall not weigh over 50 pounds. Brush that is not bundled must be removed from the road allowance within seven days.
- ☐ Sod, earth, brick, stone or building materials are not eligible for collection.

We ask your immediate co-operation in correcting this violation of By-law #158-81. Should you require further clarification, please call the City By-law Enforcement Section at 279-7600, Loc 291.

We do not feel that a summons is necessary at this time, but we would be remiss if we did not bring to your attention that the maximum fine on conviction for a contravention of the By-law is $2,000.

Thank you for your co-operation.

Delivered to resident or occupant

at address _____

Date _____

Time _____

☐ Personally

☐ Left in door

☐ Left in mailbox

_____

Issuing Officer - City of Mississauga

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279-7600

8

City of Mississauga

MEMORANDUM

FILES: 11 141 00041
11 141 00010
11 141 00039

To Chairman and Members of the Public Works Committee

From William P. Taylor, P.Eng.
Dept. Engineering and Works

17569

DATE SEP23 1981

September 22, 1981

F.06.02

RE: Computerized Traffic Signal Study -

It is the intention of this department to have the Consulting Engineer review this report with the Public Works Committee at the November, 1981 meeting.

William P. Taylor, P.Eng.
Commissioner.

WPT.mh

c.c. E. M. Halliday

FORM 146

Draft dated June 18, 1981

FOR RESIDENTIAL SUBDIVISIONS DEVELOPED UNDER A PLAN OF SUBDIVISION

CITY OF MISSISSAUGA

ENGINEERING AGREEMENT

THIS AGREEMENT made in octuplicate with the authorization by-law for execution by the municipal authorities passed by the Region on _____ and the City on _____.

BETWEEN:

hereinafter called the "Developer"

OF THE FIRST PART:

- and -

THE CORPORATION OF THE CITY OF MISSISSAUGA

hereinafter called the "City"

OF THE SECOND PART:

- and -

THE REGIONAL MUNICIPALITY OF PEEL

hereinafter called the "Region"

OF THE THIRD PART:

WHEREAS the lands to be serviced by this Agreement and described in Schedule "A" to this Agreement, are hereinafter referred to as the "Lands" and are reported to be

_____: and
(area)

WHEREAS the Developer warrants that he is the registered owner of the Lands and has applied to the Region for approval of a Plan of Subdivision thereof, hereinafter referred to as the "Plan"; and

WHEREAS this Agreement is supplemental to Financial Agreement between _____, the City, and the Region, dated the _____ day of _____, 19__; and

WHEREAS the City and the Region require the Developer to agree to construct and install certain sanitary sewers and connections, storm sewers and connections, watermains and water service connections, roadways, structures, sidewalks, landscaping, parks, streetlighting, conservation works, lot grading and any other requirements as hereinafter provided and herein referred to as the "Works" and to make financial arrangements with the City and the Region for the installation and construction of required services before final approval of the Plan; and

WHEREAS the Developer is required by the City and the Region to dedicate for public purposes certain portions of the Lands; and

WHEREAS the word "Developer" refers to the party responsible for the construction of the Works and includes an Individual, an Association, a Partnership, or a Corporation and wherever the singular is used herein it shall be construed as including the plural;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of other good and valuable consideration and the sum of One Dollar ($1.00) of lawful money of Canada, now paid by each of the parties hereto to each of the other parties hereto, (the receipt whereof is hereby acknowledged), the parties hereto hereby covenant, promise, and agree with each other as follows:

CONSULTING ENGINEER

1. The Developer shall employ engineers registered with the Association of Professional Engineers of Ontario, with expertise in the municipal engineering field:

   (a) to co-ordinate any necessary geological, environmental, and hydrological investigations, including the preparation and submission of associated engineering reports;

   (b) to prepare designs, including the incorporation of all required geological, environmental, and hydrological aspects for the Works;

   (c) to prepare and furnish all required drawings and specifications for the Works;

   (d) to prepare the necessary contract(s) for the Works;

   (e) to obtain the necessary approvals in conjunction with the City or the Region for the Works;

   (f) to provide the field layout, the contract administration and the full-time supervision and inspection of the construction for the Works;

   (g) to maintain records of all phases of the construction and upon completion advise the City and/or the Region of all construction changes and final measurements thereof and to prepare final "as-constructed" drawings of the Works upon request of the City and/or the Region;

46

1. cont'd

(h) to provide co-ordination and scheduling to comply with the construction and maintenance timing provisions of this Agreement;

(i) to act as the Developer's representative in all matters pertaining to the construction and maintenance; for all works specified in this Agreement;

(j) to furnish the City with a certificate and a certified lot grading plan with respect to each lot or block for which a building permit application is made, certifying the proposed construction is in conformity with the overall grading, municipal servicing, and environmental requirements;

(k) to certify to the Commissioner of Building, with respect to each lot or block for which a building permit has been released, that the final footing and top of foundation elevations are in conformity with the Building Code and the certification and grading plan furnished in (j), such a certificate is to be submitted prior to the building's superstructure works proceeding;

(l) to furnish the City, for each lot or block within the Plan, a certificate with respect to the final lot grading, certifying that the finished building and grading elevations have been found to be in conformity with the certification and grading plan furnished in (j) or as otherwise approved by the Commissioner of Engineering and Works;

(m) to furnish the City and/or the Region with a certificate stating that all of the Works have been completed in accordance with the drawings and specifications, as may be amended from time to time, which form part of this Agreement;

(n) to ensure that the utilities, such as Bell, Gas, Cable T.V., Hydro and others, are located in the road allowance in accordance with the plans approved by the City of Mississauga P.U.C.C.

9c

DRAINAGE AND GRADING

2. (a) All lots and blocks within the Plan and all lands abutting the Plan shall be graded to drain in accordance with the overall grading plan as approved and when required by the Commissioner of Engineering and Works.

(b) A final lot grading certificate will be issued for all lots and blocks within twelve (12) months of the issuance of a building permit for each lot and block.

AMENDMENTS TO PLANS OF WORKS

3. The Developer and the engineers employed by him shall have any amendments to the plans and specifications for all Works approved by the Commissioner of Engineering and Works, except for Landscaping and Parks Works, in which the Commissioner of Recreation and Parks shall approve the amended plans and specifications, and except for those works for which the Region is responsible, in which case the Commissioner of Public Works shall approve such amended plans and specifications.

SCHEDULE "A"

4. (a) The Developer warrants that he is the registered owner of the lands described in Schedule "A" to this Agreement which are the lands for which application for approval of a Plan of Subdivision has been made.

SCHEDULE "A-1"

(b) The Works, save and except the Landscaping and Parks Works, and the location of where each of the Works, save and except the Landscaping and Parks Works, is to be constructed is shown on the plans and details which form Schedule "A-1" of this Agreement.

SCHEDULE "A-2"

(c) The Landscaping and Parks Works and the location of where each of the Landscaping and Parks Works is to be constructed is shown on the plans and details which form Schedule "A-2" of this Agreement.

4d

SCHEUDLE "B"

5. The Developer agrees to obtain all conveyances and easements, free from all encumbrances, and to execute and deliver all transfers of conveyance and transfers of easement required by the City and/or the Region, as listed in Schedule "B" of this Agreement.

SCHEDULE "C"

6. Lands unsuitable for building purposes and lands with special conditions to be met prior to issuance of building permits are listed in Schedule "C" of this Agreement.

SCHEDULE "D-1"

7. (a) The listing of the Works, save and except Landscaping and Parks Works, and the individual amounts required for security purposes for each of the Works, save and except Landscaping and Parks Works, are shown in Schedule "D-1" of this Agreement.

SCHEDULE "D-2"

(b) The listing of the Landscaping and Parks Works and the individual amounts required for security purposes for each of the Landscape and Park Works are shown in Schedule "D-2" of this Agreement.

SCHEDULE "E"

8. Details of the participation, if any, of the City and/or Region with respect to the financing of the Works, are shown in Schedule "E" of this Agreement.

SCHEDULE "F-1"

9. (a) The Developer agrees to complete the Works, save and except Landscaping and Parks Works, as listed in Schedule "D-1", in accordance with the timing provisions as outlined in Schedule "F-1" of this Agreement. Any extension of these completion dates is to be approved by the City and/or Region.

SCHEDULE "F-2"

(b) The Developer agrees to complete the Landscaping and Parks Works as listed in Schedule "D-2" in accordance with the timing provisions as outlined in Schedule "F-2" of this Agreement. Any extension of these completion dates is to be approved by the City.

9e

NOTIFICATION OF COMMENCEMENT

10. (a) The Developer may commence the construction of any of the Works prior to the Registration of the Plan if authorization is obtained from City Council. Furthermore, the Developer or his Consulting Engineer will provide written notice to the City and Region of his intent to commence work 48 hours prior to commencing such work.

(b) Should for any reason there be a cessation or interruption of construction, the Developer or his Consulting Engineer shall provide written notification to the City and/or the Region (as applicable) 48 hours prior to work resuming.

SCHEDULING

11. Where, in the opinion of the City or the Region, any of the Works will in any manner benefit or serve land that is not included in the Lands, the Developer will observe such order of installation of the Works as the City or the Region requires and for that purpose will construct, install or perform the Works as the City or the Region from time to time may request.

ADDITIONAL WORKS

12. If at any time and from time to time during the development of the subdivision, the City or the Region is of the opinion that additional works are necessary to provide adequately any of the public services required by the Plan, the Developer shall construct, install or perform, at his expense, such additional works at the request of the City or the Region.

USE OF WORKS BY CITY OR REGION

13. The Developer agrees that:

(a) the Works may be used by the City or Region or other authorized persons for the purposes for which such works are designed.

(b) such use shall not be deemed an acceptance of the Works by the City or Region, and

(c) such use shall not in any way relieve the Developer of his obligations in respect of the construction and maintenance of the Works so used.

96

EMERGENCY REPAIRS

14. Employees or agents of the City, or the Region, may enter the lands at any time or from time to time, without notification, for the purpose of making emergency repairs to any of the Works or the existing grading. Such entry and repairing shall not be deemed an acceptance of any of the Works by the City or the Region, nor an assumption by the City or the Region of any liability in connection therewith nor a release of the Developer from any of his obligations under this Agreement.

DEVELOPER'S LIABILITIES

15. Until the City has assumed the Works by by-law, the Developer shall indemnify the City and the Region against all actions, causes of action; suits, claims and demands whatsoever which may arise either directly or indirectly by reason of the Developer undertaking the Plan.

INSURANCE

16. The Developer shall insure against all damages or claims for damage, with a policy or policies from an Insurance Company satisfactory to the City and Regional Treasurers. Such policy or policies shall include the City and Region as named insured and shall remain in the custody of the City Treasurer and shall be retained in full effect during the life of this Agreement including the period of guaranteed maintenance. The policy must comply with the following conditions:

(a) The minimum limits shall be $2,000,000.00 all inclusive.

(b) It shall not contain an exclusion for blasting.

(c) The minimum period of insurance policy coverage shall be three (3) years or as otherwise approved. It shall specify that the policy will not be cancelled or allowed to expire unless prior notice by registered letter has been received by the City from the Insurance Company, or its agent, thirty (30) days in advance of the expiry date.

(d) The Developer is responsible for all adjustment service costs and shall maintain the deposit with the City throughout the term of this Agreement in the amount of the deductible.

16. cont'd

The issuance of such a policy of insurance shall not be construed as relieving the Developer from responsibility for other or larger claims, if any, for which he may be held responsible.

Should the Developer fail to maintain the proper insurance coverage for the term of this Agreement, the City will have the authority to draw on the securities posted by the Developer to pay any and all costs related to maintaining the proper insurance coverage.

SECURITIES

17. (a) At the time this Agreement is executed by the City and Region, the Developer shall have deposited with the City a cash deposit or a letter of credit as approved by the City Treasurer, in the amount of 100% of the estimated cost of the Works to be installed as listed in Schedules "D-1" and "D-2".

(b) Acceptable securities must remain in effect for the full duration of this Agreement. The security certificate and its subsequent renewal forms shall contain a clause stating that thirty (30) days notification will be given to the City in writing prior to its expiry or cancellation. If the estimated cost of the Works, or any part thereof, exceeds the amount of the securities held by the City, the Developer, upon receipt of written notice from the City, shall supply further securities to the City to cover the difference within thirty (30) days. In the event that these further securities are not provided within thirty (30) days, the City may draw on the security.

42

17. cont'd

(c) Upon the failure by the Developer to repair or maintain a specific part of the Works as requested by the Commissiioner of Engineering and Works, and in the time requested, the City, by resolution of Council, may at any time authorize the use of all or part of the cash deposits or letter of credit as referred to in Clause 17(a) hereof to pay the cost of any part of the Works the City and/or the Region may deem necessary. In the case of emergency repairs or clean-up of roads as noted in Clauses 14 and 18 hereof, the City and/or the Region may undertake the Works at the expense of the Developer without a resolution of Council.

(d) Upon the failure by the Developer to complete all or part of the Works in the time or times as stipulated in Schedules "F-1" and "F-2" of this Agreement, the City and/or the Region, by resolution of City Council, may draw the appropriate amount from the security and use the funds to arrange for the completion of the said Works, or in part thereof.

(e) The City agrees to reduce, from time to time, the amounts received as cash deposits or letter of credit as referred to in Clause 17(a) hereof, to an amount equal to 10% of the value of the completed services, plus 100% of the current value of the Works still to be undertaken, upon receipt of a Statutory Declaration that all accounts relative to the installation of the completed services have been paid.

The 10% retained for the underground services shall be held by the City until the expiration of the maintenance period and until final approvals for the underground works have been issued by the City and the Region.

The 10% retained for the above ground services shall be held by the City until the expiration of the maintenance period for the above ground services and assumption of the Works by by-law of City Council.

9i

17. cont'd

The City and/or Region is authorized to retain additional securities to maintain sufficient coverage for any escalation in costs relative to the items listed in Schedules "D-1" and "D-2"; such amounts to be determined solely by the City and/or the Region.

(f) The Developer shall furnish the City or the Region at any time and from time to time on demand, with a Statutory Declaration in a suitable legal form by or on behalf of the Developer that the Developer has paid all accounts that have become due and payable in connection with the engineering, construction, installation and maintenance of the Works.

MAINTENANCE PERIODS

18. (a) The Developer shall maintain all underground services and works for a period of one (1) year from the date of acceptance of those services by the Region and/or the City. Prior to the completion of the maintenance period, the Developer shall correct any deficiencies reported by the Region and/or the City. Notwithstanding the above, the Developer will be responsible for correcting any damages to the underground services and works caused by the construction of aboveground services or building activities until assumption of the subdivision by the City.

(b) The Developer shall maintain all roads up to base course asphalt, including curb base, for a period of three (3) years from the date of acceptance of those services by the City. All other aboveground works shall be maintained by the Developer for a period of one (1) year after acceptance. Prior to the completion of the maintenance period, the Developer shall correct any deficiencies reported by the City.

(c) The Developer shall maintain all road allowances within the Plan free of mud, dust and obstructions throughout the term of this Agreement. The Developer within 24

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18. cont'd

hours of verbal notification to him or his representatives by the City shall undertake such works as are necessary to clear and/or clean the road allowances. In the event the Developer fails to comply, the City may arrange for the necessary work to be undertaken at the expense of the Developer. The monies for these works may be drawn from the securities referred to in Clause 17(a) hereof. The Developer shall also be responsible for the clean-up of existing external roads upon which obstructions and/or mud and dust are deposited by any operations within the plan and all conditions detailed above for internal roads shall apply.

REQUIREMENTS FOR BUILDING PERMIT APPLICATIONS

19. The Registration of the Plan, or the acceptance by the City or Region of the Works shall not be deemed to give any assurance that building permits, when applied for, will be issued in respect of the Lots or Blocks shown on the Plan. No application for building permits on Lots or Blocks within the Plan shall be made and the City shall have the right to refuse any such application until:

(a) acceptance by the City with respect to construction of storm sewers and the Region with respect to the construction of sanitary sewers and watermains;

(b) the Developer has constructed the required access and builders road to the satisfaction of the City;

(c) confirmation is received by the City that water service applications have been completed to the satisfaction of the Region and that the required charges as determined by the Region have been paid;

(d) a certificate from the Consulting Engineer that the specific building to be erected on any Lot or building Block within the Plan and the proposed grading are in conformity with the overall grading plan or has received the approval of the City's Commissioner of Engineering and Works with respect to any variance to the grading plan;

7k

19. cont'd

(e) all dead trees within the limit of the Plan have been removed;

(f) all buildings noted to be demolished are demolished with all materials removed from within the limits of the Plan;

(g) all required street name signs have been erected within the limits of the Plan and as required by this Agreement.

MINIMUM SERVICES FOR OCCUPANCY

20. No buildings erected on the Lots or Blocks within the Plan shall be occupied until the following services have been constructed for each Lot or Block:

(a) base course asphalt roads;

(b) curb and gutter;

(c) streetlighting and electricity.

FINAL ACCEPTANCE

21. Prior to the City's Council passing a by-law assuming the Works and releasing the Developer of his obligations, the following conditions must be complied with:

(a) the Developer shall obtain the approval of the Commissioner of Public Works for the Region and the Commissioners of Engineering and Works and Recreation and Parks for the City of Mississauga with respect to the construction and maintenance of the Works;

(b) the Developer shall furnish the City and the Region with a Statutory Declaration in a satisfactory legal form, declaring that the Developer has paid all accounts that are payable in connection with the engineering, installation, and maintenance of the Works and that there are no outstanding claims relative to the Works;

(c) the Developer shall furnish the City and the Region with a certificate from an Ontario Land Surveyor that he has found or replaced all standard iron bars shown on the Plan and has barred the limits of all sewer and watermain easements relative to the development of the lands at a date not earlier than one month prior to the end of the maintenance period of all of the above ground works as outlined in Clause 18 of this Agreement.

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21. cont'd

(d) the Developer shall furnish the City with a certificate signed by the Consulting Engineer certifying that all Lots and Blocks have been graded in accordance with the overall grading plan, that there are no outstanding drainage problems for which the Developer is responsible.

UNDEVELOPED LANDS AND DEDICATIONS

22. Until the Works are assumed by resolution of the City Council, all undeveloped Lots and Blocks, including all dedicated road allowances or widenings, are to be graded and maintained in a manner acceptable to the City.

RIGHT OF ENTRY

23. The Developer agrees to retain a right of entry onto each Lot and Block in favour of the Developer and the City until such time as the subdivision is assumed by the City. Such right of entry will be for purposes of correcting any grading and drainage problems relative to the development of the lands within the limits of the Plan.

DEVELOPER'S EXPENSE

24. Every provision of this Agreement by which the Developer is obligated in any way shall be deemed to include the words "at the expense of the Developer" unless the context otherwise requires.

ATTACHMENTS

25. Schedules 'A' to 'F' attached hereto, form part of this Agreement.

RETURN OF SECURITIES

26. All securities, or remaining portions thereof, will be returned to the Developer within ninety (90) days of the passage of the assumption by-law by City Council provided no claims against such securities are received.

This Agreement shall ensure to the benefit of and be binding upon each of the parties hereto and its, his or her respective heirs, executors, administrators, successors and assigns.

7n

IN WITNESS WHEREOF each of the parties hereto has executed this Agreement under seal (SIGNATURES TO BE DATED)

SIGNED, SEALED AND DELIVERED)
In the presence of:)
) DEVELOPER
)
) _____
)
) _____
)
) _____
)
) Date: _____
)

THE REGIONAL MUNICIPALITY OF PEEL

_____
Chairman

_____
Clerk

(CORPORATE SEAL)

THE CORPORATION OF THE CITY OF MISSISSAUGA

_____
Mayor

_____
Clerk

ACKNOWLEDGED BY:

THE REGIONAL MUNICIPALITY OF PEEL

(CORPORATE SEAL)

_____
Commissioner of Public Works

Regional By-law No. _____

THE CORPORATION OF THE CITY OF MISSISSAUGA

_____
Commissioner of Engineering & Works

_____
Commissioner of Recreation & Parks

City By-law No. _____

Developer's Signing Authority:

_____
Please print or type name of Representative

Developer's Address: _____

_____

Developer's Business Phone Number: _____

Developer's Consulting Engineer: _____

1~

MISSISSAUGA PEEL LAND CONSULTANTS LIMITED

377 BURNHAMTHORPE ROAD EAST
MISSISSAUGA, ONTARIO
L5A 3Y1

TELEPHONE
276-7690

August 4, 1981

ENGINEERING WORKS & BLDG. DEPT.
RECEIVED FILE
AUG - 4 1981

Route To	Initials	Date
W.P.T.		
		81/08/05

CC RWB.

Mr. William P. Taylor, P.Eng.
Engineering and Works Department
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Sir:

Re: Residential Subdivisions
Draft Engineering Agreement
Revisions
Your File: 14 111 00001

The following are my comments on the proposed engineering agreement as requested in your letter of June 29, 1981.

Clause 1(a) - I presume that the developer's consulting engineer is to only coordinate the geological, environmental and hydrological investigations, reports etc. The clause as presently worded seems to require that he also prepare such reports.

Clause 1(f) - If it is intended that the developer's consultants supply full time supervision and inspection then an equivalent reduction should be made in the engineering fees which the City collects presently to cover its full time inspection services. Otherwise there will be a double payment of fees for inspection.

...2

Clause 1(n) - Neither the developer nor his engineer has any specific control of Consumers Gas installations on the actual site. Some control is maintained in respect to Bell and Cable TV due to their installation in the same trench as hydro which normally is under the control of the developer and his electrical engineers. If this clause simply means that the consultant shall ensure that the proposed drawings show the correct locations which is standard procedure through the P.U.C.C. circulation then the clause should be clarified to so state.

Clauses 4 to 9 inclusive -Since there is a general revamping of the engineering agreement I would suggest that all of the Schedules be separately lettered and not with numbered sub-scripts.

Clauses 9(a) and (b) - Are Schedules F-1 and F-2 intended to replace Addendum no. 1 in the present agreement? If so I would suggest that the submission of these Schedules be done as per Addendum No. 1, i.e. after completion of underground works, because the developer then has a better understanding of the scheduling for the remainder of the works.

With respect to the proposal in your letter of June 29th concerning retaining of a consulting engineer by the City I would suggest that this should not be established as a procedure for the following reasons:

1. There appears to be no benefit to anyone to have the City retain the engineers.

2. The engineering agreement specifically requires the engineer to act as the developer's representative in all matters and this is best done under a client-owner relationship.

3. The developer requires the engineer to act on his behalf in dealings with builders, outside utilities etc.

...3

9p

4. The developer is responsible for installation of services in the subdivision therefore he must have the engineers acting on his behalf. Only if the City were to undertake subdivision servicing should the Committee's proposal be even considered.

I apologize for the delay in submitting my comments on the proposed engineering agreement.

Yours very truly,

for MISSISSAUGA PEEL LAND CONSULTANTS LIMITED

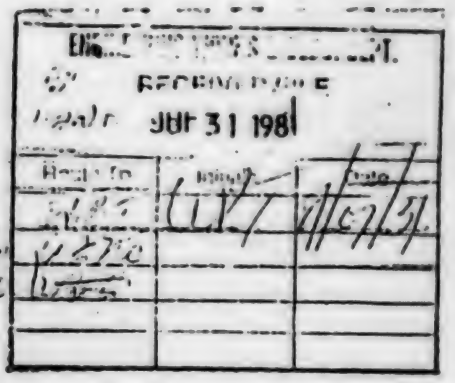
V. S. Doerr, P.Eng.

VSD/bj

TRADERS ASSOCIATES
55 CITY CENTRE DRIVE, SUITE 702,
MISSISSAUGA, ONTARIO L5B 1M3
TEL (416) 270-7202

9g

July 30, 1981.



Mr. W.P. Taylor,
Commissioner,
Engineering & Works,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario,
L5B 1M2.

Dear Mr. Taylor: Re: Residential Subdivisions
Draft Engineering Agreement

As requested by your letter of June 29, 1981 the following comments are offered on the draft engineering residential agreement dated June 18, 1981:

1) It is noted that the mortgagees are not required to sign this new version of the agreement and this certainly eliminates a sometimes tedious responsibility by the developer to obtain same.

2) I would suggest that a definition be made of the Commissioner of Engineering and Works as the City Engineer and the Commissioner of Public Works as the Regional Engineer and that subsequent reference in the agreement be made to the City Engineer or to the Regional Engineer.

3) Item 1(g) - It is noted that the responsibility is to be transferred to the consulting engineer for them to prepare the as constructed drawings. The accuracy of these as constructed drawings should not be a problem with most consultants.

4) Item 1(j) - I would suggest that the lot grading certificate and certified lot grading plans be simply combined into one.

5) Item 1(k) - The consulting engineering certification of final footing and top of foundation elevations could be a problem with respect to timing. This timing situation could be a considerable problem to the builder for the elevations to be taken in the first place by the consulting engineer and then subsequently to be acknowledged and/or approved by the City.

...2

6) Item 1(u) - Some of the private utility companies operate in the field quite independently of the consulting engineer (example Bell & Gas). Perhaps these utility companys should be asked to certify that they are within the City's right-of-way in accordance with plans approved by the P.U.C.C.

7) Item 3 - I would suggest that a description be made in the subdivision's requirements book outlining what degree of change has to be approved by the City Engineer or the Regional Engineer. Certainly the greater number of field changes that occur during construction can simply be noted on the as constructed drawings.

8) Item 4(b) - I would suggest that this be reworded; perhaps the simplest way would be to define "works" at the front of the agreement to be those pertaining to the City and Regional Engineers and the "landscaping" to be simply referred to as such, also as a definition.

9) Item 9(a) - It is assumed that schedule F1 is effectively what is now addendum #1 and it is suggested that a format for this schedule F1 be established (ditto for schedule F2).

10) Item 18(a)- The "date of acceptance" being the preliminary approval should be defined. Similarly above ground works in item 18(b) should be defined.

11) Item 19 - No reference is made to schedule C of the engineering agreement being the schedule outlining restrictions to the issuance of building permits. Items 19(f) and (g) could be outlined on this schedule C as applicable.

12) Item 20 - I would suggest that a simple reference to schedule F1 would be sufficient. It is noted that final lot grading certification is not specifically mentioned as being a minimum service for occupancy. I would suggest that the City is losing a significant lever in this respect.

13) Item 26 - The return of the securities to the developer within 90 days of the final assumption bylaw being passed seems unnecessarily tardy.

The proposal of the developers' consulting engineer to be retained by the City I would suggest would be similar to a man having two wives, he being perpetually perplexed as to whom he should be providing the most attention to.

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I trust that these comments will be helpful.

Yours very truly,

S.D. Lawson, P. Eng.,
Vice President.

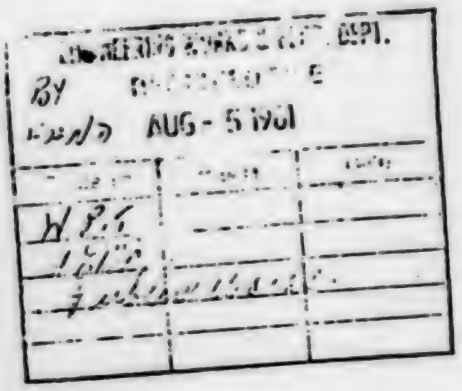
SDL/vrs

R. L. WINTER & ASSOCIATES LTD. • consulting engineers

77 CITY CENTRE DRIVE • MISSISSAUGA, ONTARIO L5B 1M5 • PHONE (416) 270-0110

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August 5, 1981



W. P. Taylor, P.Eng.
Commissioner,
Engineering and Works
City of Mississauga
1 City Centre Drive
MISSISSAUGA, Ontario
L5B 1M2

Dear Sir: re: RESIDENTIAL SUBDIVISIONS
DRAFT ENGINEERING AGREEMENT

We appreciate the opportunity of providing input into your consideration of amendments to the Engineering Agreement, and provide our comments as follows:

1. The changes on Page 1 are noted and are good. Very often considerable time is wasted chasing down a mortgagee for signature and this deletion should prove effective. Clarification of lands "to be serviced", and the first sentence including authorization by-law are also effective amendments.

2. It is also made clear on this page that the developer is responsible for lot grading.
What has not been made clear is the role of the builder, his engineers and landscapers in the matter of lot grading. Also the responsibility for siting the house on the lot and its elevation has not been addressed.
Most of the problems encountered in the field are a result of a lack of clear resolution of the relative responsibilities in these matters. Perhaps one way would be to spell out step by step the responsibility of the developer in relation to all the various sub-developers and agents involved.
Now is the time to address this vexing problem and not simply say "the developer is responsible". This is no argument to a group of irate homeowners, and does not fix up their problem. Some assistance, in my view must be afforded to the City staff and the consultant in having the relative roles of homeowner, builder, landscaper and builder's engineer or surveyor pinned down. Another way might be to require the developer to submit names and addresses of the various agents at the time the deal is cut on his lot sales.

MEMBER OF ASSOCIATION OF CONSULTING ENGINEERS OF CANADA

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3. On Page 2, item 1(f) - full time supervision and inspection is a costly matter for small projects. Perhaps the words "depending on project size" could be added.

4. On Page 3 item 1 (i) the word 'representative' is not appropriate for the provision of consulting engineering services, simply because it is a service role. If one represents the owner, the unbiased consulting role is removed possibly to the detriment of the project, especially in the case of abuse of the role.

5. Item 1 (k) would not seem to be a matter for the developer's consultant, unless the whole problem of the builder and homeowner is made a subject for inclusion in the agreement.

6. In item 1 (l) it is recommended that the words "before occupancy" be added.

7. If our comment 6 is accepted, then item 2 (b) is redundant. In this connection, an item 20 (d) should be added: "(d) Final lot grading certificate is issued."

8. Item 1 (n) is more properly an assurance that should be given by the Utility company.

9. In item 9, presumably a format similar to Addendum #1 would be worked out.

The only benefit of the Consulting Engineer being retained by the City would appear to be the assurance that the consultant would be paid without any attendant benefit to the City. As a matter of fact, it would simply add to the already onerous tasks thrust upon City staff, without any particular benefit.

Yours very truly,

R. E. WINTER & ASSOCIATES LTD.

N. D. Pappas, P.Eng.
Vice-President

NDP:CMS

MEMBER OF ASSOCIATION OF CONSULTING ENGINEERS OF CANADA

Cumig
Developers Ltd.

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August 4, 1981

ENGINEERING WORKS & BLDG. DEPT.
RECEIVED
AUG - 4 1981

Mr. Wm. P. Taylor,
Commissioner,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario

cc RWB
given - 81-08-06

Dear Mr. Taylor:

Re: Revised Engineering Agreement
City of Mississauga

Further to your recent request, I have reviewed the Revised Engineering Agreement and would comment as follows:

(1) In general, the new agreement tends to detail the requirements of the City more clearly than the old agreement.

(2) The new agreement recognizes the present two-tier system of government and tends to refer more to the City and Region, where as the previous agreement referred only to City requirements.

(3) The new agreement deletes reference to the Ministry of Housing which gives recognition to the new powers delegated to the Region of Peel by the Minister.

(4) Consulting Engineer: The duties of the consulting engineer are changed rather significantly with more detail required than what has been traditionally considered necessary.

In particular, items 1(K) and 1(J) which require the consulting engineer to prepare individual lot grading plans usually prepared by the architect and to certify said grades at the top of foundation. To comply with this procedure will require additional site visits, delays in the issuance of building permits and construction completion.

In addition, 2(b) requires that the final lot grading certificate be issued prior to occupancy rather than within twelve (12) months of the issuance of a building permit.

All this means additional aggravations, expense and delay for both the builder and developer while placing the entire onus for conformity to standards on the consulting engineer.

Suite 211, 201 City Centre Drive, Mississauga, Ontario L5B 2T4, Tel. (416) 270-7100

cont'd....2/

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(5) Item 10(a) recognizes the ability to pre-service prior to registration. This will take the uncertainty out of the aspect of the servicing sequence.

(6) Insurance: Item 16 requires an increase in the insurance amount to $2,000,000., double the usual requirements.

I would suggest this is excessive in most instances. Perhaps a fluctuating scale would be more advantageous.

(7) Consulting Engineer: In your covering letter you have mentioned a system whereby the City would retain the services of the Consulting Engineer rather than the developer.

From a business viewpoint, I would be reticent to subscribe to a system whereby the design, timing and expenditures associated with subdivision development are the responsibility of individuals outside the developer's direct control and sphere of influence.

There are examples of this procedure being implemented in other area municipalities. The end result has been a servicing expenditure and time delay factors considerably in excess of those currently being experienced in municipalities where the traditional mode of development is being followed.

I sincerely hope that these comments will aid you in the proposed revision revision of the Engineering Agreement.

Yours very truly,

CARMA DEVELOPERS LTD

D.D. Newman

D.D. Newman,
Senior Development Manager

sdc:

Suite 211, 201 City Centre Drive, Mississauga, Ontario L5B 2T4, Tel (416) 270-7100

Pinetree Development Co. Limited

9x VIA COURIER

75 Ingram Drive, Toronto, Ontario M6M 2M2, Telephone 245-4644

August 5, 1981

ENGINEERING WORKS & BLDG. DEPT.
By RECEIVED FILE
Hand AUG 10 1981

To	Initials	Date
WPT		
[illegible]		
Eng Works		

Mr. W. P. Taylor, P.Eng.,
Commissioner of Engineering
& Works
City of Mississauga
1 City Centre Drive
MISSISSAUGA, Ontario

Dear Bill:

Re: Residential Subdivisions Draft
Engineering Agreement Revisions

Thank you for giving me the opportunity to review the new draft. It appears to be a well put together and operable document. I note that the City and Region have taken a couple of additional things here and there, but that is to be expected.

I shall confine my comments to the pros and cons of having the City retain the Consulting Engineer with the Developer being responsible for paying him.

As an advantage and assuming that the Consultant is hired as an extension of the City Engineering Department thereby resulting in little, or any, processing of his work as we now know it, a considerable amount of time could be saved in the development process. However being realistic and recognizing that organizations change, it would be unrealistic to believe that the processing, if eliminated, would stay eliminated over a period of time.

As a disadvantage, I see the administration of consulting work by one body as being a significant burden for the City to handle. As it now exists, there are many Developers involved carrying out that function, many of whom have gained considerable experience over the years. Secondly, the matter of fees must be considered and it is sometimes possible through payment arrangements, etc. for a Developer/Owner to negotiate a more advantageous fee structure. Thirdly, I would see the Commissioner of Engineering and Works come under a great deal of pressure from many Consultants in order that they be selected to carry out the work. I see this as an unnecessary burden to you and there would also be a considerable loss of time in having the appointment ratified by City Council, as I am sure would be necessary. Another item bearing consideration is the compatibility between the Consultant and the Developer. I am sure in the process they would have to get together and thrusting two parties that are not compatible could create unnecessary difficulties.

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In balance, therefore, I believe the existing system should continue, although theoretically there may be some reasons for change.

We have previously discussed means in which processing time could be cut down and from experience the necessity for processing time has become necessary through the occasional submission of initial work that is lacking a high degree of professionalism. I have sometimes felt that the reasons for these kind of submissions to be either through lack of experience or the fact the Consultant may be extremely busy. Recognizing that there is a high degree of processing done by the City, a submission may be submitted that has not gone through the normal or usual checking in the Consultant's office. I know that over the years the City and Region has developed a comprehensive and first-class set of standards and criteria for the guidance of Developers and their Professional Engineers. It is my contention that satisfactory results would be forthcoming if the following happened.

a) The Consultant were selected by the Developer from an approved list of consultants satisfactory to the City and Region. These would have to be individuals or firms with experience in the field.

b) The City and Region conducted an indepth meeting with the Consultant in which the Consultant would prepare basic schemes and overall concept designs, such as sizes of sheds, routing of sewer systems, etc. for the approval of the City. Following this approval, the Consultant ought to be able to provide all the remaining details required for the Engineering Agreement without further checking by the City.

c) It would be necessary for the City to put the full obligation upon the Consultant to make sure that the City's and Region's standards are met, with failure to do so, resulting in that Consultant's suspension from the approved list.

Bill, I am not sure if the above procedure would cause any conflicts within the profession, and the suspension of a firm or an individual's right to work within the City or Region may be too onerous of a responsibility for you as Commissioner of Engineering and Works to accept, but I felt it was a method that was worthy of consideration.

Yours very truly,

PINETREE DEVELOPMENT CO. LIMITED

Ernie Bodnar

E. Bodnar, P.Eng.,
Vice-President
Real Estate Development

EB/ar

Proctor & Redfern Limited
Consulting Engineers and Planners
75 Eglinton Avenue East
Toronto, Ontario M4P 1H3
Telephone (416) 486-5225 Telex 06-22506

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ENGINEERING WORKS & BLDG. DEPT.
RECEIVED FILE
AUG 13 1981

Route To	Initials	Date

sent
Xerox

81 08 13 Project EO 75172

City of Mississauga
Engineering Department
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Attention Mr. W.P. Taylor, P.Eng.

Dear Sir

Residential Subdivisions
Draft Engineering Agreement Revisions

We refer to your letter of 81 06 29 and apologize for the delay in replying with our comments.

We have consolidated our comments with those of Cadillac Fairview as we understand you have forwarded the draft engineering agreement to them as well.

Our comments are as follows:

1. Agreements executed between the City of Mississauga and Cadillac Fairview Corporation Limited will be supplemental to a master agreement rather than a financial agreement.

2. The Developer does not "construct" lot grading and therefore, lot grading should be omitted from the list of constructed works at the bottom of the first page. In the case of Erin Mills, a Drainage and Occupancy Agreement is provided and registered on title of the lots and blocks in the plan of subdivision to cover the Developer's responsibilities relative to lot grading. We are of the opinion that the Drainage and Occupancy Agreement adequately covers the Developer's responsibilities negating inclusion in the Subdivision Agreement.

3. Item 1(c) on Page 2 should indicate that drawings and specifications for the works are prepared and furnished in accordance with City of Mississauga specifications.

4. Item 1(j) relates to lot grading certification and we would suggest that the lot grading certification should not include "municipal servicing" and "environmental requirements".

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5. With regard to Item 1(k) we would suggest that it is the responsibility of the Commissioner of Building, through his inspectors, to ensure that all aspects of house construction conform to the building code. In light of our comments on Section 1(k) of the Agreement, we suggest that "finished building" be removed from Item 1(l).

6. With regard to Item 1(m) we would suggest that such a certificate is unnecessary in view of the fact that inspection fees are paid to the City of Mississauga and Region of Peel for this purpose.

7. We are of the opinion that Item 1(n) should be deleted since all Utilities are responsible for their own stake out relative to location and elevation.

8. We would suggest that Item 2(b) should be altered to read "a final lot grading certificate will be issued for <u>each</u> lot and block within 12 months of the issuance of a building permit for <u>that</u> lot or block".

9. Item 4(a) is a repetition of a portion of Page 1 of the Engineering Agreement. Perhaps 4(a) should simply state that Schedule 'A' is a description of the lands to which this Agreement applies. We note that the "Owner's Certificate" appears on the Registered Plan which plan forms part of the Agreement.

10. We would suggest that "free from all encumbrances" be removed from Item 5 on Page 5 and replaced with "satisfactory to the City of Mississauga" since some encumbrances such as airport height restrictions cannot be removed.

11. We would suggest that Item 7(a) commence with "the estimated cost of works" rather than "the listing of the works" in order that a clear definition of the works is indicated.

12. We are of the opinion that Item 9(a) and 9(b) should refer to "deferred" works as per the present Engineering Agreement. In addition, we would suggest that it is convenient to retain Addendum No. 1 which has traditionally included the timing of works.

13. We would suggest that Clause 11 should refer or apply to emergency works or works of public necessity rather than "any of the works".

14. We note that bonds, as a form of security, have been deleted from the Agreement. Although Letters of Credit are usually provided we see a need to maintain the option of providing bonds as security due to the fact that our Client may have a large number of projects underway at one time.

15. We would suggest that 18(b) be revised to read "for a period of 3 years from the date of <u>preliminary</u> acceptance of those services by the City".

16. With reference to Clause 18(c) we would suggest that the Developer maintain all road allowances within the plan free of mud, dust and obstructions until such time as all boulevards, sidewalks and asphalting have been installed. The City usually assumes responsibility for street cleaning at preliminary acceptance of the subdivision.

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17. Item 19(a) should read "preliminary acceptance by the City.....".

18. Perhaps 19(d) should not be restrictive requiring the certificate to be issued by the "Consulting Engineer".

19. We would suggest that Item 19(f) not be a requirement for a building permit since it would preclude our making use of an existing house as a site office, for example.

20. Item 19(g) should refer to "temporary" street name signs in view of the fact that our permanent street name signs are erected on the street lamp posts.

21. With reference to Clause 20, we would suggest that the November 15 to May 15 "grace period" applies to minimum services for occupancy and would suggest that perhaps curb base and base course asphalt is sufficient for occupancy with the remainder of the works constructed within say 60 days of occupancy other than during the November 15 to May 15 period.

22. We would suggest that Clause 21(d) is satisfactorily covered in the Drainage and Occupancy Agreement registered on title.

23. We would suggest that Clause 23 is satisfactorily covered in the Drainage and Occupancy Agreements registered on title.

24. With reference to Clause 26, we would ask that you consider the return of securities within 90 days of the acceptance date or within 30 days of the passage of the assumption by-law.

We trust that the aforementioned comments will aid you in your review and consolidation of matters included in the Engineering Agreement.

We remain available to discuss any matters relating to the Engineering Agreement at your convenience.

Yours very truly

The Proctor & Redfern Group

E. W. C. Goddard, P.Eng.
Associate

EWCG/jas
cc: Mr. R.W. Barker, P.Eng.
cc: Mr. J.A. Krupicz, P.Eng.

10

City of Mississauga

MEMORANDUM Files: 17 211 00000
11 141 00039

To Chairman and Members of — From W. P. Taylor

Dept. The Public Works Committee — Dept. Engineering & Works

P. W. DATE Oct. 1/81

September 15, 1981

SUBJECT: Security of Construction Equipment on project sites.

ORIGIN: Request No. 164-81

COMMENTS: Council, at the July 15, 1981 session, requested that a report be prepared by the Engineering Department with respect to the security of construction equipment at various job sites.

17328
DATE SEP17 1981
F.01.01

Contractors engaged by the City to carry out Capital Projects are very conscious of equipment security, vandalism and damage which might occur to their plant and/or to private property abutting the site.

Construction equipment has been designed and manufactured to now require two keys to start up any machine. The first key opens the cab and panel shield for the machine's control switches. A second key is necessary to activate the ignition system. This ignition key is of a unique shape with the insert located in an uncommon location.

Additional security measures to the equipment have been employed by the manufacturer whereby all fuel tanks and battery stations are provided with a lock system.

On larger projects, the general contractor will provide a six foot high cordoned yard where mobile construction equipment and materials are stored during the evenings and on weekends. The compound is secured with gate and padlock.

The above type of protection is not practical for the smaller City projects due to property limitations for the yard.

The concern for security on the job site has been reviewed on many occasions by the equipment manufacturers, insurance firms, contractors and various Provincial and Municipal authorities.

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COMMENTS: (cont.) It is impossible to practically eliminate vandalism to equipment and property by an individual or people who possess a basic knowledge of construction machinery.

CONCLUSION: The Engineering Department has fully reviewed the security of construction equipment on project sites and has come to the conclusion that the security measures being employed by contractors engaged on capital projects within the City are reasonable and acceptable.

RECOMMENDATION: That the report concerning construction equipment on project sites from the Commissioner of Engineering and Works dated September 15, 1981 be received.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works

BES:kw

cc: E. M. Halliday

PUBLIC WORKS COMMITTEE — SUMMARY OF UNFINISHED BUSINESS — Page 1

DATE: OCT.1/81

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb.19/81 Planning Committee Mar. 3/81 Council Mar.9/81	Oct. 30/81	3
141-81	Eng. & Works	Installation of Traffic Control Devices Unnecessary Stop Signs	Public Works of May 21/81	Oct. 15/81	2
168-81	Eng. & Works	Sod Damage to Boulevards	Public Works of June 18/81	Nov. 19/81	1
229-81	Eng. & Works	Traffic Signals at Cawthra and Arbor Roads	Council - Sept.14-81	Nov.20/81	0

10a

COMMENTS: (cont.) It is impossible to practically eliminate vandalism to equipment and property by an individual or people who possess a basic knowledge of construction machinery.

CONCLUSION: The Engineering Department has fully reviewed the security of construction equipment on project sites and has come to the conclusion that the security measures being employed by contractors engaged on capital projects within the City are reasonable and acceptable.

RECOMMENDATION: That the report concerning construction equipment on project sites from the Commissioner of Engineering and Works dated September 15, 1981 be received.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works

BES:kw

cc: E. M. Halliday

TABLE 2

COMPARISON OF REGION OF PEEL VS CITY OF MISSISSAUGA TRUCK ROUTES

Road	From	To	Existing Restrictions	Region of Peel Recommendation	City of Mississauga Recommendation
Ninth Line * *	Dundas Street	North City limits	Load restriction	24 hour truck route	24 hour truck route after reconstruction
Winston Churchill Boulevard	Lakeshore Road	North City limits	Night restriction south of Beryl Road and from Dundas Street to north City limits. Proposed night restriction from Royal Windsor Drive to Dundas Street. Load restriction from Eglinton Avenue to north City limit (currently under reconstruction).	Night time restriction from Lakeshore Road to north City limit.	Night restriction from Lakeshore Road to Beryl Road and from Royal Windsor Drive to north City Limits. Presently proposed to be 11:00 p.m. to 7:00 a.m. by the Region. This will be supported by Oakville. Recommended to be changed to 7:00 p.m. to 7:00 a.m. for uniformity.
Southdown Road	Lakeshore Road	Q.E.W.	None	24 hour truck route.	Same as Region.
Erin Mills Parkway	Q.E.W.	Mississauga Road	None	24 hour truck route.	Same as Region.
Mississauga Road	Britannia Road	North City limit	None	24 hour truck route.	Same as Region
Erindale Station Road	Dundas Street	Burnhamthorpe Road	None	24 hour truck route.	Night restriction 7:00 p.m. to 7:00 a.m. daily and all day Sunday. Dundas Street to C.P.R. No restriction north of C.P.R.

* * This is a Boundary Road totally within the Towns of Oakville and Milton at this time.

Road	From	To	Existing Restrictions	Region of Peel Recommendation	City of Mississauga Recommendation
Second Line West	Eglinton Avenue	North City limit	Load restriction Britannia Road North	24 hour truck route	Night restriction from Eglinton Avenue to north City limits
Mavis Road	The Queensway	Eglinton Avenue	None	Night restriction The Queensway to Dundas Street. 24 hour truck route from Dundas Street to Eglinton Avenue. Ultimately 24 hour route to north City limits when extension constructed.	Same as Region
lurontario Street	Lakeshore Road	North City limit	None	24 hour truck route	Same as Region
ennedy Road	Eglinton Avenue	North City limit	Load restriction	24 hour truck route	24 hour route Matheson Blvd. to north City limit. Night restriction from Eglinton Avenue to Matheson Blvd
entral Parkway ast	Burnhamthorpe Road	Eglinton Avenue	Not completed under Highway 403	24 hour truck route	Night restriction
awthra Road	Lakeshore Road	Highway 403	Recently passed night restriction from Dundas Street to Highway 403	24 hour truck route	Night restriction from Dundas Street to Highway 403 *

Road	From	To	Existing Restrictions	Region of Peel Recommendation	City of Mississauga Recommendation
Tomken Road	Burnhamthorpe Road	North City limit	24 hour restriction from Dundas Street to Eglinton Avenue. Load restriction from Britannia Road to north City limit	24 hour truck route	24 hour restriction from Dundas Street to Eglinton Avenue
Dixie Road	Lakeshore Road	North City limit	None	24 hour truck route	Same as Region
Bramalea Road	Derry Road	North City limit	None	24 hour truck route	Same as Region
Torbram Road	Derry Road	North City limit	None	24 hour truck route	Same as Region
Airport Road	East City limit	North City limit	None	24 hour truck route	Same as Region
Goreway Drive	East City limit	North City limit	24 hour restriction between Brandon Gate Drive and north City limit	24 hour truck route	Night restriction between Derry Road and north City limit. However, during reconstruction of the Derry Road/Airport Road intersection, it may be necessary to permit truck movement in the interim

Road	From	To	Existing Restrictions	Region of Peel Recommendation	City of Mississauga Recommendation
Lakeshore Road	Winston Churchill Boulevard	Etobicoke Creek	None	24 hour truck route	Same as Region
The Queensway	Winston Churchill Boulevard	Erin Mills Parkway	None	24 hour truck route	Night restriction
	Mavis Road	Etobicoke Creek	None	Night restriction from Hurontario Street to Mavis Road. 24 hour truck route Hurontario Street to Etobicoke Creek	Same as Region
Dundas Street	Ninth Line	Etobicoke Creek	None	24 hour truck route	Same as Region
Burnhamthorpe Road	Ninth Line	Etobicoke Creek	Night restriction from Erindale Station Road to Etobicoke Creek. Anytime restriction from Erindale Station Road to The Credit Woodlands. Night restriction from Mississauga Road to Winston Churhcill Boulevard.	24 hour truck route from Ninth Line to Dixie Road. Night restriction from Dixie Road to Etobicoke Creek.	Night restriction from Ninth Line to Creditview Road and then Hurontario Street to Etobicoke Creek. Creditview Road to Hurontario Street, no restriction.
Eglinton Avenue	Ninth Line	Etobicoke Creek	None	24 hour truck route	Same as Region
Matheson Boulevard	Hurontario Street	Dixie Road	None	24 hour truck route	Same as Region

Road	From	To	Existing Restrictions	Region of Peel Recommendation	City of Mississauga Recommendation
Britannia Road	Ninth Line	Kennedy Road	Load restriction Hurontario Street to Kennedy Road	24 hour truck route	Same as Region
	Tomken Road	Malton Airport	None	24 hour truck route	Same as Region
Courtneypark Drive	Kennedy Road	Dixie Road	None	24 hour truck route	Same as Region
Derry Road	Ninth Line	Highway 427	None	24 hour truck route	Same as Region

TWO LANE ROADWAYS

1974

Location _____ (Roadway) at _____ (Intersecting Roadway)

Municipality _____ Date of Survey _____

WARRANT	DESCRIPTION	MINIMUM REQ'D Free Flow	MINIMUM REQ'D Restricted Flow	COMPLIANCE Sectional Numerical	COMPLIANCE Sectional %	COMPLIANCE Entire %
1. MINIMUM VEHICULAR VOLUME	(a) Vehicle volume, all approaches per hour for 8 hours, and	480	720			
	(b) Vehicle volume along minor street per hour for same 8 hours.	120	170			
2. DELAY TO CROSS TRAFFIC	(a) Vehicle volume, along artery, per hour for 8 hours, and	480	720			
	(b) Combined vehicle and pedestrian volume crossing artery from minor streets, per hour for same 8 hours.	50	75			
3. MINIMUM — PEDESTRIAN VOLUME	(a) Pedestrian volume crossing artery, per hour for 8 hours, and	120	240			
	(b) Vehicle volume, along artery per hour for same 8 hours.	290	575			
4. ACCIDENT HAZARD	(a) Total reported accidents of types susceptible to correction by a traffic signal within a 12 month period, and	5				
	(b) Adequate trial of less restrictive remedies, where satisfactory observance and enforcement have failed to reduce the number of accidents, and	YES or NO				
	(c) Fulfillment of any of the above warrants (numbers 1, 2 or 3) to the extent of 80 % or more.	YES or NO				
5. COMBINATION WARRANT	Two or more of the above warrants (numbers 1, 2, 3 or 4) satisfied to extent of 80% or more.	YES or NO				

(1) Warrant values are based on the Annual Average Daily Traffic (AADT) which approximates May and October traffic. Vehicle volume warrants (1A), (2A), (3B) for intersections of roadways having two or more moving lanes in one direction should be 25% higher than the values given above.

(2) Warrant values for free flow apply to rural or small communities, when the 85 percentile speed of artery traffic exceeds 60 km/h or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000.

(3) Warrant values for restricted flow apply to larger urban communities, when the 85 percentile speed of artery traffic does not exceed 60 km/h

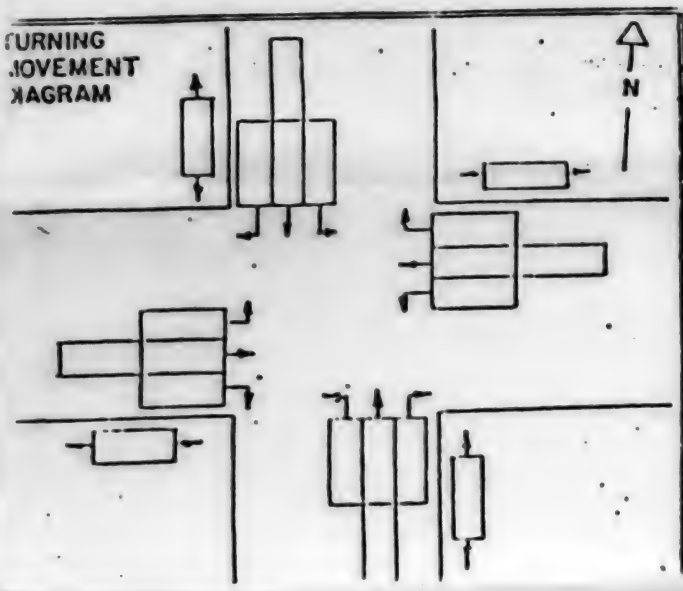
(4) The lowest sectional percentage governs the entire warrant.

Is location suitable for traffic signal installation? Yes ☐ No ☐

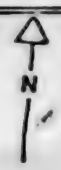
Recommend: Pretimed ☐ Semi-actuated ☐ Fully-actuated ☐ controller

Compiled by _____

TURNING MOVEMENT DIAGRAM



COLLISION AND CONDITION DIAGRAM



19 —
19 —
19 —
Total —

APPENDIX "A"

EXAMPLES OF ALL-WAY STOPS AND THEIR RESPECTIVE WARRANT VALUES BY WARD. ADDED TO REPORT AS REQUESTED AT THE PUBLIC WORKS COMMITTEE MEETING OF AUGUST 14, 1981.

WARD	LOCATION	COMMENTS	VOLUME WARRANT	
			1(a) (Total Volume)	1(b) (Minor Side Street Volume)
1	Alexandra Ave and Eighth St	Not Warranted (Residential Warrant)	68%	39%
1	Elizabeth St and Park St	Warranted (Residential Warrant)	238%	117%
2	Clarkson Rd and Truscott Dr	Warranted (Full Warrant)	263%	143%
2	Brookhurst Rd and Seagull Dr	Not Warranted (Residential Warrant)	179%	66%
3	Rathburn Rd and Hickory Dr	Not Warranted (Full Warrant)	102%	54%
3	Golden Orchard Dr and Winding Trail	Not Warranted (Residential Warrant)	96%	46%
4	Rathburn Rd and Wilcox Rd	Warranted (Full Warrant)	226%	114%
4	Rathburn Rd and Meadows Blvd	Not Warranted (Full Warrant)	153%	56%
5	American Dr and Viscount Rd	Warranted (Full Warrant)	455%	135%
5	Aerowood Dr and Ambler Dr	Warranted (Full Warrant)	369%	221%
5	Darcel Ave and Brandon Gate Dr	Warranted (Residential Warrant)	160%	103%

WARD	LOCATION	COMMENTS	VOLUME WARRANT	
			1(a) (Total Volume)	1(b) (Minor Side Street Volume)
6	Thorn Lodge Dr and Liruma Rd	Warranted (Residential Warrant)	175%	158%
6	Dickson Rd and Premium Way	Not Warranted (Residential Warrant)	108%	38%
7	Camilla Rd and King St	Warranted (Full Warrant)	128%	149%
7	Melton Dr and Rambo Rd	Not Warranted (Residential Warrant)	24%	33%
8	Council Ring Rd and Chockecherry Cr	Not Warranted (Residential Warrant)	93%	47%
8	Council Ring Rd and Glen Erin Dr	Not Warranted (Full Warrant)	232%	59%
9	Montevideo Rd and Estoril Rd (north intersection)	Not Warranted (Residential Warrant)	64%	44%
9	Falconer Dr and Kenninghall Blvd	Not Warranted (Residential Warrant)	101%	78%

Draft dated September 25, 1981
41E/2E

FOR RESIDENTIAL SUBDIVISIONS DEVELOPED UNDER A PLAN OF SUBDIVISION

CITY OF MISSISSAUGA

SERVICING AGREEMENT

THIS AGREEMENT made in octuplicate with the authorization by-law for execution by the municipal authorities passed by the Region on _____ and the City on _____,

BETWEEN:

hereinafter called the "Developer"

OF THE FIRST PART:

- and -

THE CORPORATION OF THE CITY OF MISSISSAUGA

hereinafter called the "City"

OF THE SECOND PART:

- and -

THE REGIONAL MUNICIPALITY OF PEEL

hereinafter called the "Region"

OF THE THIRD PART:

WHEREAS the lands to be serviced by this Agreement and described in Schedule "A" to this Agreement, are hereinafter referred to as the "Lands" and are reported to be _____ (area): and

WHEREAS the Developer warrants that he is the registered owner of the Lands and has applied to the Region for approval of a Plan of Subdivision thereof, hereinafter referred to as the "Plan"; and

WHEREAS this Agreement is supplemental to Financial Agreement between _____, the City, and the Region, dated the _____ day of _____, 19__; and

WHEREAS the City and the Region require the Developer to agree to construct and install certain "Works" including (a) "Engineering Works" such as sanitary sewers and connections, storm sewers and connections, watermains and water service connections, roadways, structures, sidewalks, streetlighting, environmental works, lot grading and any other requirements as hereinafter provided and (b) "Landscape Works" such as parks and any other

requirements as herein provided and to make financial arrangements with the City and the Region for the installation and construction of required services before final approval of the Plan; and

WHEREAS the Developer is required by the City and the Region to dedicate for public purposes certain portions of the Lands; and

WHEREAS the word "Developer" refers to the party responsible for the construction of the Works and includes an Individual, an Association, a Partnership, or a Corporation and wherever the singular is used herein it shall be construed as including the plural;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of other good and valuable consideration and the sum of One Dollar ($1.00) of lawful money of Canada, now paid by each of the parties hereto to each of the other parties hereto, (the receipt whereof is hereby acknowledged), the parties hereto hereby covenant, promise, and agree with each other as follows:

CONSULTING ENGINEER

1. The Developer shall employ engineers registered with the Association of Professional Engineers of Ontario, with expertise in the municipal engineering field:

   (a) to co-ordinate any necessary geological, environmental, and hydrological investigations, including the preparation and submission of associated engineering reports;

   (b) to prepare designs, including the incorporation of all required geological, environmental, and hydrological aspects for the Engineering Works;

   (c) to prepare and furnish all required drawings and specifications for the Engineering Works;

   (d) to prepare the necessary contract(s) for the Engineering Works;

   (e) to obtain the necessary approvals in conjunction with the City or the Region for the Engineering Works;

   (f) to provide the field layout, the contract administration and the full-time supervision and inspection of the construction for the Engineering Works;

1. cont'd

(g) to maintain records of all phases of the construction and upon completion advise the City and/or the Region of all construction changes and final measurements thereof and to prepare final "as-constructed" drawings of the Engineering Works upon request of the City and/or the Region;

(h) to provide co-ordination and scheduling to comply with the construction and maintenance timing provisions of this Agreement;

(i) to act as the Developer's representative in all matters pertaining to the construction and maintenance; for all Works specified in this Agreement;

(j) to furnish the City with a certified lot grading plan with respect to each lot or block for which a building permit application is made, certifying the proposed construction is in conformity with the overall grading, municipal servicing, and environmental requirements;

(k) to certify to the Commissioner of Building, with respect to each lot or block for which a building permit has been released, that the final footing and top of foundation elevations are in conformity with the Building Code and the certified grading plan furnished in (j), such a certificate is to be submitted prior to the building's superstructure works proceeding;

(l) to furnish the City, for each lot or block within the Plan, a certificate with respect to the final lot grading, certifying that the finished building and grading elevations have been found to be in conformity with the certified grading plan furnished in (j) or as otherwise approved by the Commissioner of Engineering and Works;

(m) to furnish the City and/or the Region with a certificate stating that all of the Works have been completed in accordance with the drawings and specifications, as may be amended from time to time, which form part of this Agreement;

1. cont'd

(n) to ensure that the utilities, such as Bell, Gas, Cable T.V., Hydro and others, are located in the road allowance in accordance with the plans approved by the City of Mississauga P.U.C.C.

(o) to retain landscape architects who are full members in good standing with the Ontario Association of Landscape Architects with expertise in municipal parks and recreation planning, design, and construction, to:

(i) prepare and furnish any required environmental investigations within the scope of their expertise (e.g. Arborists Reports, Tree Surveys, etc.);

(ii) prepare and furnish any required master plans for the Landscape Works incorporating the environmental aspects to the satisfaction of the City Recreation and Parks Department;

(iii) prepare and furnish any required working drawings and specifications for the Landscape Works to the satisfaction of the City Recreation and Parks Department;

(iv) prepare and furnish streetscape plans as and when required by the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks to their satisfaction;

(v) prepare and furnish watercourse landscaping plans as and when required by the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks to their satisfaction;

(vi) prepare the necessary contracts for the Landscape Works;

(vii) provide the field layout, the contract administration and the full time supervision and inspection for the construction of the Landscape Works. To submit inspection certificates of work in progress as requested by the City Recreation and Parks Department;

1. cont'd

(viii) Provide co-ordination and scheduling to comply with the Landscape construction and maintenance timing provisions of this Agreement;

(ix) Act as the Consulting Engineer's representative in all matters pertaining to the construction and maintenance; for all Landscape Works specified in this Agreement;

(x) Furnish the City Recreation and Parks Department with an "Acceptance Certificate" stating that all of the Landscape Works have been completed in accordance with the drawings and specifications, as may be amended from time to time, which form part of this Agreement;

(xi) Ensure that the "Landscape Works" described within this Agreement have been found to be in conformity with the certified "lot" and "block" grading plans furnished in 1.1(j) or unless otherwise approved by the Commissioner of Engineering and Works.

DRAINAGE AND GRADING

2. (a) All lots and blocks within the Plan and all lands abutting the Plan shall be graded to drain in accordance with the overall grading plan as approved and when required by the Commissioner of Engineering and Works.

(b) A final lot grading certificate will be issued for each lot and block within twelve (12) months of the issuance of a building permit for that lot and block.

AMENDMENTS TO PLANS OF WORKS

3. The Developer and the engineers employed by him shall have any amendments to the plans and specifications for all Works approved by the Commissioner of Engineering and Works, except for Landscape Works, in which the Commissioner of Recreation and Parks shall approve the amended plans and specifications, and except for those works for which the Region is responsible, in which case the Commissioner of Public Works shall approve such amended plans and specifications.

SCHEDULE "A"

4. (a) The Developer warrants that he is the registered owner of the lands described in Schedule "A" to this Agreement which are the lands for which application for approval of a Plan of Subdivision has been made.

SCHEDULE "A-1"

(b) The Engineering Works and the location of where each of the Engineering Works is to be constructed is shown on the plans and details which form Schedule "A-1" of this Agreement.

SCHEDULE "A-2"

(c) The Landscape Works and the location of where each of the Landscape Works is to be constructed is shown on the plans and details which form Schedule "A-2" of this Agreement.

SCHEUDLE "B"

5. The Developer agrees to obtain all conveyances and easements, free from all encumbrances, and to execute and deliver all transfers of conveyance and transfers of easement required by the City and/or the Region, as listed in Schedule "B" of this Agreement.

SCHEDULE "C"

6. Lands unsuitable for building purposes and lands with special conditions to be met by the Developer prior to issuance of building permits are listeo in Schedule "C" of this Agreement.

SCHEDULE "D-1"

7. (a) The listing of the Engineering Works and the individual amounts required for security purposes for each of the Engineering Works and amounts of cash contribution are shown in Schedule "D-1" of this Agreement.

SCHEDULE "D-2"

(b) The listing of the Landscape Works and the individual amounts required for security purposes for each of the Landscape Works and amounts of cash contribution are shown in Schedule "D-2" of this Agreement.

SCHEDULE "E"

8. Details of the participation, if any, of the City and/or Region with respect to the financing of the Works, are shown in Schedule "E" of this Agreement.

SCHEDULE "F-1"

9. (a) The Developer agrees to complete the Engineering Works as listed in Schedule "D-1", in accordance with the timing provisions as outlined in Schedule "F-1" of this Agreement. Any extension of these completion dates is to be approved by the City and/or Region.

SCHEDULE "F-2"

(b) The Developer agrees to complete the Landscape Works as listed in Schedule "D-2" in accordance with the timing provisions as outlined in Schedule "F-2" of this Agreement. Any extension of these completion dates is to be approved by the City.

NOTIFICATION OF COMMENCEMENT

10. (a) The Developer may commence the construction of any of the Works prior to the Registration of the Plan if authorization is obtained from City Council. Furthermore, the Developer or his Consulting Engineer will provide written notice to the City and Region of his intent to commence work 48 hours prior to commencing such work.

(b) Should for any reason there be a cessation or interruption of construction, the Developer or his Consulting Engineer shall provide written notification to the City and/or the Region (as applicable) 48 hours prior to work resuming.

SCHEDULING

11. Where, in the opinion of the City or the Region, any of the Works will in any manner benefit or serve land that is not included in the Lands, the Developer will observe such order of installation of the Works as the City or the Region requires and for that purpose will construct, install or perform the Works as the City or the Region from time to time may request.

ADDITIONAL WORKS

12. If at any time and from time to time during the development of the subdivision, the City or the Region is of the opinion that additional Works are necessary to provide adequately any of the public services required by the Plan, the Developer shall construct, install or perform, at his expense, such additional works at the request of the City or the Region.

USE OF WORKS BY CITY OR REGION

13. The Developer agrees that:

(a) the Works may be used by the City or Region or other authorized persons for the purposes for which such works are designed.

(b) such use shall not be deemed an acceptance of the Works by the City or Region, and

(c) such use shall not in any way relieve the Developer of his obligations in respect of the construction and maintenance of the Works so used.

EMERGENCY REPAIRS

14. Employees or agents of the City, or the Region, may enter the lands at any time or from time to time, without notification, for the purpose of making emergency repairs to any of the Works or the existing grading. Such entry and repairing shall not be deemed an acceptance of any of the Works by the City or the Region, nor an assumption by the City or the Region of any liability in connection therewith nor a release of the Developer from any of his obligations under this Agreement.

DEVELOPER'S LIABILITIES

15. Until the City has assumed the Works by by-law, the Developer shall indemnify the City and the Region against all actions, causes of action; suits, claims and demands whatsoever which may arise either directly or indirectly by reason of the Developer undertaking the Plan.

INSURANCE

16. The Developer shall insure against all damages or claims for damage, with a policy or policies from an Insurance Company satisfactory to the City and Regional Treasurers. Such policy or policies shall include the City and Region as named insured and shall remain in the custody of the City Treasurer and shall be retained in full effect during the life of this Agreement including the period of guaranteed maintenance. The policy must comply with the following conditions:

(a) The minimum limits shall be $2,000,000.00 all inclusive.

(b) It shall not contain an exclusion for blasting.

(c) The minimum period of insurance policy coverage shall be three (3) years or as otherwise approved. It shall specify that the policy will not be cancelled or allowed to expire unless prior notice by registered letter has been received by the City from the Insurance Company, or its agent, thirty (30) days in advance of the expiry date.

(d) The Developer is responsible for all adjustment service costs and shall maintain the deposit with the City throughout the term of this Agreement in the amount of the deductible.

The issuance of such a policy of insurance shall not be construed as relieving the Developer from responsibility for other or larger claims, if any, for which he may be held responsible.

Should the Developer fail to maintain the proper insurance coverage for the term of this Agreement, the City will have the authority to draw on the securities posted by the Developer to pay any and all costs related to maintaining the proper insurance coverage.

SECURITIES

17. (a) At the time this Agreement is executed by the City and Region, the Developer shall have deposited with the City a cash deposit or a letter of credit as approved by the City Treasurer, in the amount of 100% of the estimated cost of the Works to be installed as listed in Schedules "D-1" and "D-2".

(b) Acceptable securities must remain in effect for the full duration of this Agreement. The security certificate and its subsequent renewal forms shall contain a clause stating that thirty (30) days notification will be given to the City in writing prior to its expiry or cancellation. If the estimated cost of the Works, or any part thereof, exceeds the amount of the securities held by the City, the Developer, upon receipt of written notice from the City, shall supply further securities to the City to cover the difference within thirty (30) days. In the event that these further securities are not provided within thirty (30) days, the City may draw on the security.

(c) Upon the failure by the Developer to repair or maintain a specific part of the Works as requested by the City, and in the time requested, the City, by resolution of Council, may at any time authorize the use of all or part of the cash deposits or letter of credit as referred to in Clause 17(a) hereof to pay the cost of any part of the Works the City and/or the Region may deem necessary. In the case of emergency repairs or clean-up of roads as noted in Clauses 14 and 18 hereof, the City and/or the Region may undertake the Works at the expense of the Developer without a resolution of Council.

(d) Upon the failure by the Developer to complete all or part of the Works in the time or times as stipulated in Schedules "F-1" and "F-2" of this Agreement, the City and/or the Region, by resolution of City Council, may draw the appropriate amount from the security and use the funds to arrange for the completion of the said Works, or in part thereof.

17. cont'd

(e) The City agrees to reduce, from time to time, the amounts received as cash deposits or letter of credit as referred to in Clause 17(a) hereof, to an amount equal to 10% of the value of the completed services, plus 100% of the current value of the Works still to be undertaken, upon receipt of a Statutory Declaration that all accounts relative to the installation of the completed services have been paid.

The 10% retained for the underground seryices shall be held by the City until the expiration of the maintenance period and until final approvals for the underground works have been issued by the City and the Region.

The 10% retained for the above ground services shall be held by the City until the expiration of the maintenance period for the above ground services and assumption of the Works by by-law of City Council. The City and/or Region is authorized to retain additional securities to maintain sufficient coverage for any escalation in costs relative to the items listed in Schedules "D-1" and "D-2"; such amounts to be determined solely by the City and/or the Region.

(f) The Developer shall furnish the City or the Region at any time and from time to time on demand, with a Statutory Declaration in a suitable legal form by or on behalf of the Developer that the Developer has paid all accounts that have become due and payable in connection with the engineering, construction, installation and maintenance of the Works.

MAINTENANCE PERIODS

18. (a) The Developer shall maintain all underground services and works for a period of one (1) year from the date of acceptance of those services by the Region and/or the City. Prior to the completion of the maintenance period, the Developer shall correct any deficiencies reported by the Region and/or the City. Notwithstanding the above, the Developer will be responsible for correcting any damages to the underground services and works caused by the construction of aboveground services or building activities until assumption of the subdivision by the City.

(b) The Developer shall maintain all roads up to base course asphalt, including curb base, for a period of three (3) years from the date of acceptance of those services by the City. All other aboveground works shall be maintained by the Developer for a period of one (1) year after acceptance. Prior to the completion of the maintenance period, the Developer shall correct any deficiencies reported by the City.

(c) The Developer shall maintain all road allowances within the Plan free of mud, dust and obstructions throughout the term of this Agreement. The Developer within 24 hours of verbal notification to him or his representatives by the City shall undertake such works as are necessary to clear and/or clean the road allowances. In the event the Developer fails to comply, the City may arrange for the necessary work to be undertaken at the expense of the Developer. The monies for these works may be drawn from the securities referred to in Clause 17(a) hereof. The Developer shall also be responsible for the clean-up of existing external roads upon which obstructions and/or mud and dust are deposited by any operations within the plan and all conditions detailed above for internal roads shall apply.

REQUIREMENTS FOR BUILDING PERMIT APPLICATIONS

19. The Registration of the Plan, or the acceptance by the City or Region of the Works shall not be deemed to give any assurance that building permits, when applied for, will be issued in respect of the Lots or Blocks shown on the Plan. No application for building permits on Lots or Blocks within the Plan shall be made and the City shall have the right to refuse any such application until:

(a) acceptance by the City with respect to construction of storm sewers and the Region with respect to the construction of sanitary sewers and watermains;

(b) the Developer has constructed the required access and builders road to the satisfaction of the City;

(c) confirmation is received by the City that water service applications have been completed to the satisfaction of the Region and that the required charges as determined by the Region have been paid;

(d) a certificate from the Consulting Engineer that the specific building to be erected on any Lot or building block within the Plan and the proposed grading are in conformity with the overall grading plan or has received the approval of the City's Commissioner of Engineering and Works with respect to any variance to the grading plan;

(e) all dead trees within the limit of the Plan have been removed.

MINIMUM SERVICES FOR OCCUPANCY

20. No buildings erected on the Lots or Blocks within the Plan shall be occupied until the following services have been constructed for each Lot or Block:

(a) base course asphalt roads;

(b) curb and gutter;

(c) streetlighting and electricity.

FINAL ACCEPTANCE

21. Prior to the City's Council passing a by-law assuming the Works and releasing the Developer of his obligations, the following conditions must be complied with:

(a) the Developer shall obtain the approval of the Commissioner of Public Works for the Region and the Commissioners of Engineering and Works and Recreation and Parks for the City of Mississauga with respect to the construction and maintenance of the Works;

(b) the Developer shall furnish the City and the Region with a Statutory Declaration in a satisfactory legal form, declaring that the Developer has paid all accounts that are payable in connection with the engineering, installation, and maintenance of the Works and that there are no outstanding claims relative to the Works;

(c) the Developer shall furnish the City and the Region with a certificate from an Ontario Land Surveyor that he has found or replaced all standard iron bars shown on the Plan and has barred the limits of all sewer and watermain easements relative to the development of the lands at a date not earlier than one month prior to the end of the maintenance period of all of the above ground works as outlined in Clause 18 of this Agreement.

(d) the Developer shall furnish the City with a certificate signed by the Consulting Engineer certifying that all Lots and Blocks have been graded in accordance with the overall grading plan, that there are no outstanding drainage problems for which the Developer is responsible.

UNDEVELOPED LANDS AND DEDICATIONS

22. Until the Works are assumed by resolution of the City Council, all undeveloped Lots and Blocks, including all dedicated road allowances, parklands or widenings, are to be graded and maintained in a manner acceptable to the City.

RIGHT OF ENTRY

23. The Developer agrees to retain a right of entry onto each Lot and Block in favour of the Developer and the City until such time as the subdivision is assumed by the City. Such right of entry will be for purposes of correcting any grading and drainage problems relative to the development of the lands within the limits of the Plan.

DEVELOPER'S EXPENSE

24. Every provision of this Agreement by which the Developer is obligated in any way shall be deemed to include the words "at the expense of the Developer" unless the context otherwise requires.

ATTACHMENTS

25. Schedules 'A' to 'F' attached hereto, form part of this Agreement.

RETURN OF SECURITIES

26. All securities, or remaining portions thereof, will be returned to the Developer within ninety (90) days of the passage of the assumption by-law by City Council provided no claims against such securities are received.

This Agreement shall ensure to the benefit of and be binding upon each of the parties hereto and its, his or her respective heirs, executors, administrators, successors and assigns.

IN WITNESS WHEREOF each of the parties hereto has executed this Agreement under seal (SIGNATURES TO BE DATED)

SIGNED, SEALED AND DELIVERED)
In the presence of:)

DEVELOPER

_____

_____

_____

Date: _____

THE REGIONAL MUNICIPALITY OF PEEL

_____
Chairman

_____
Clerk

(CORPORATE SEAL)

THE CORPORATION OF THE CITY OF MISSISSAUGA

_____
Mayor

_____
Clerk

ACKNOWLEDGED BY:

THE REGIONAL MUNICIPALITY OF PEEL

(CORPORATE SEAL)

Regional By-law No. _____

_____
Commissioner of Public Works

THE CORPORATION OF THE CITY OF MISSISSAUGA

_____
Commissioner of Engineering & Works

_____
Commissioner of Recreation & Parks

City By-law No. _____

Developer's Signing Authority: _____
Please print or type name of Representative

Developer's Address: _____

_____

Developer's Business Phone Number: _____

Developer's Consulting Engineer: _____

CITY OF MISSISSAUGA

M I N U T E S

MEETING #8

NAME OF COMMITTEE:	PUBLIC WORKS
DATE OF MEETING:	Thursday, October 1, 1981
PLACE OF MEETING:	Committee Room 'A' at 8:30 a.m.
MEMBERS PRESENT:	Councillor D. Culham, Chairman Councillor D. Cook Councillor M. Marland
MEMBERS ABSENT:	Mr. J. Newell, Vice-Chairman(sent regrets) Mr. P. K. Kar
DEPUTATION:	Staff Inspector E. MacDonald, Peel Regional Police - Re Item 1 Mr. D. Thwaites, Director of Transportation Planning, Region of Peel, Re Item 3
ALSO PRESENT:	Mayor H. McCallion (10:45 - 11:20) Councillor R. Skjarum (8:30 - 10:45)
STAFF PRESENT:	Mr. W. P. Taylor, Commissioner of Engineering and Works Mr. A. McDonald, Director, Maintenance Engineering Mr. R. Barker, Subdivision Construction Engineer Mr. J. Thomas, Traffic and Transportation Engineer Mrs. C. Dodds, Committee Co-ordinator

MATTERS CONSIDERED

1. At its meeting on September 14, 1981, Council adopted the following recommendation of the Public Works Committee Report of August 13, 1981:

   (a) That the report dated August 12, 1981, from the Commissioner of Engineering and Works, regarding unnecessary STOP signs in the City of Mississauga, be endorsed.

ITEM 1 CONTINUED...

(b) That the information contained in the report dated August 12, 1981, from the Commissioner of Engineering and Works, as amended:

(i) To include examples of stop signs that do and do not meet the warrants in each Ward;

(ii) To include an explanation of the term "percentile";

(iii) To highlight the evidence that stop signs do not control speed limits;

and the warrant information sheet attached to the said report be circulated to all Ratepayers' Associations in the City of Mississauga requesting their comments.

(c) That the Police Chief for the Region of Peel and/or his representatives, and Councillor R. Skjarum, the City of Mississauga's representative on the Region of Peel Police Commission, be invited to attend the next meeting of the Public Works Committee on September 17, 1981, to discuss the reports dated May 7th and August 12th, 1981 from the Commissioner of Engineering and Works and the enforcement of existing speed limits and stop signs within the City of Mississauga.

Attached to the agenda was a copy of the reports from the Commissioner of Engineering and Works dated May 7th and 12th, 1981, together with the Appendix to the report dated August 12, 1981, to amend the report in accordance with the above direction.

Staff Inspector E. MacDonald attended the meeting to represent the Peel Regional Police.

Inspector MacDonald advised the Committee it was his opinion that from 75% to 90% of 3 and 4-way stop signs were unwarranted and had been installed in the mistaken belief that they curbed speeding. He advised that Guelph, Ontario, and some cities in England had replaced 3 and 4-way stop signs with "YIELD" signs with no adverse effects. Residential streets are often used by motorists to "beat" traffic on the main arteries. Inspector MacDonald pointed out that this is conducive to both speeding and stop sign violations when the reason for stopping is not readily apparent to the driver. He commented that while the purpose of stop signs is to regulate traffic where there are no stop lights, strict traffic enforcement is the only way to reduce accidents and speeding offences.

ITEM 1 CONTINUED...

Mr. Taylor suggested that 90% of the requests for 3 and 4-way stop signs were not recommended by his staff, but were a response to complaints which largely emanated from speeding in residential areas where radar surveillance was not apparent to the local residents.

Inspector MacDonald pointed out that 12 radar sets are in the City of Mississauga every day, often in unmarked cars, but their use is often curtailed to 50% due to the withdrawal of the cruisers to meet other emergency calls. The Police Force in Peel Region ranked 9th out of the top nine Police Forces in Canada in the ratio of police officers per capita and that in a rapidly developing Region, the cost of Police service per capita was approximately $52.00 compared to approximately $94.00 in Metro Toronto.

Councillor Marland stated that she felt that people did not adhere to signs unless there was enforcement and the speeders were often local residents. She mentioned particular problems in her Ward as did Councillor Cook, which Inspector MacDonald agreed to look into immediately. Inspector MacDonald expressed his appreciation for the opportunity to discuss traffic problems and suggested that a liaison be set up between his Department and the City Engineering and Works Department to review traffic problems and complaints. He urged Councillors to contact local Police stations to report areas of apparent traffic violations. Mr. Taylor was directed by the Committee to write to the Police Chief to set up the liaison between his Department and the Police on a regular basis.

The Committee reviewed the list of warranted and unwarranted stop signs shown on the Appendices to the report of the Commissioner of Engineering and Works and agreed that there might be merit in replacing some unwarranted signs with "YIELD" signs. Councillor Marland suggested that in addition to requesting increased radar surveillance, all Members of Council should suggest two 3 or 4-way stop signs in low traffic, high visibility areas which could be replaced with "YIELD" signs on an experimental basis. It was further suggested that when the responses from the Ratepayers Associations had been received by the Commissioner of Engineering and Works, an evening meeting of the Public Works Committee could be held to discuss the entire matter of unnecessary stop signs.

File: F.06.04.05

See Recommendation #41 (M. Marland)
See Recommendation #42 (M. Marland)
See Recommendation #43 (M. Marland)

2. Report dated September 1, 1981, from the Chairman of the Public Works Committee, on Resolution 79-17 of the Ontario Traffic Conference which reads as follows:

> "WHEREAS the general public believes that stop signs are a deterrent to speeding; and
>
> WHEREAS the general public also believes that the posting of unrealistically low speed limits will result in lower driving speeds; and
>
> WHEREAS studies have shown the foregoing not to be true,
>
> THEREFORE BE IT RESOLVED that the Ministry of Transportation and Communications be requested to establish warrants for the creation of (a) all-way stops and (b) speed zones of less than 40 km/h."

In his report, Councillor Culham took issue with this recommendation and suggested that it is both inappropriate and counterproductive, since he felt the matter is clearly one of local jurisdiction. Councillor Culham further pointed out that if the Ontario Traffic Conference Resolution was implemented by the Province, the City of Mississauga's present review of its programme and the possible standards derived therefrom would be totally inoperative.

Also attached to the agenda was a report dated September 22, 1981, from the Commissioner of Engineering and Works, in response to Councillor Culham's report. In his report, Mr. Taylor pointed out that the Ontario Traffic Conference Resolution was two years old with no results to date and his Department was checking with the M.T.C. to see if they intended taking any action. Mr. Taylor further pointed out that STOP signs and Speed Limit signs were subsidized by the M.T.C. at the rate of 50%.

A further report from the Commissioner of Engineering and Works, dated September 23, 1981, was attached to the agenda wherein he reported that the M.T.C. was in basic support of the warrants developed by the Ontario Traffic Conference Technical Committee and that they had been requested to include these warrants in the Ontario Manual of Uniform Traffic Control Devices only as a guide to municipalities and not as a directive.

The Committee, nevertheless, disagreed with the motion of the Ontario Traffic Conference, and it was moved by Councillor Cook that the Ministry of Transportation and Communications and the Ontario Traffic Conference be so advised.

File: F.06.04.01 See Recommendation #44 (D. Cook)

ITEM 3 CONTINUED...

Council, at its meeting held on September 14, 1981, adopted the following recommendation of General Committee:

> "That the report dated August 25, 1981, from the Commissioner of Engineering and Works, and the letter dated June 30, 1981, from Mr. G. M. Parke, Executive Director, Public and Regulatory Affairs of the Ontario Trucking Association, with respect to the Region of Peel Truck Route Network Study, be referred to the Public Works Committee for consideration."

The Committee reviewed Table 2 attached to the report from the Commissioner of Engineering and Works. The reference to trucking restrictions "all day Sunday" was removed since this is a general prohibition under The Highway Traffic Act.

Trucking on The Queensway was discussed. Mr. Taylor pointed out that The Queensway is a Regional road which had been designed for heavy traffic. Mr. Thwaites pointed out that he did not recommend restricting the hours of trucking on roads in the vicinity of industrial areas. Although restricted roads may be used by trucks to reach their closest 24-hour truck route, the practise of ignoring restrictions through necessity encouraged a general disregard for posted signs.

Councillor Cook expressed his concerns about night time trucking being allowed on The Queensway between Hurontario Street and Cawthra Road. Since this might impose a hardship on the industry in the Hensall Street and Tedlo Street area, he amended his recommendation for night time trucking restrictions on The Queensway from Hurontario Street to Hensall Street. Councillor Cook also pointed out that the existing night time restriction on The Queensway from Dixie Road to the Etobicoke Creek had been omitted from the traffic study and recommended that this restriction remain.

It was recognized that the establishment of Second Line West as a 24-hour truck route was a recommendation made by the Region as an interim replacement for Mavis Road, which would ultimately be a main truck route. It was also recognized that the City of Mississauga's recommendation for a 24-hour restriction on Tomken Road from Dundas Street to Eglinton Avenue would be reduced from Dundas Street to Highway 403 when construction of the east/west highway was completed.

ITEM 3 CONTINUED...

Councillor Marland reported that trucking on Lakeshore Road had increased noticeably during the last year and recommended night time restrictions from Southdown Road to Hurontario Street on the understanding that industries south of the Q.E.W. would be able to use the road to access their closest north/south truck route to reach the Q.E.W. Councillor Marland also stated that she favoured the 11:00 p.m. to 7:00 a.m. time restriction rather than the 7:00 p.m. to 7:00 a.m. restriction, but supported the need to have uniformity with neighbouring municipalities.

Councillor Cook recommended adoption of the report as amended.

Mayor McCallion requested the Commissioner of Engineering and Works to prepare a report on proposed truck routes for the transportation of hazardous loads for the consideration of the Public Works Committee at its November 19th, 1981, meeting.

File: A.02.04.06.01 See Recommendation #45 (D. Cook)

4. At the General Committee Meeting held on April 22, 1981, Councillor Taylor requested that General Committee approve a recommendation requiring an amendment to the conditions of registration for condominiums to include that all utilities should be individually metered. He pointed out that the Region of Peel passed a resolution stating that all low rise condominiums be individually metered for water. The following recommendation of the General Committee Report, No. 535, was adopted by Council on April 27, 1981:

(a) That the City of Mississauga standard conditions of condominium registration be amended to require that all services (utilities) be individually metered.

(b) That Hydro Mississauga and Consumers' Gas be requested to submit their comments on the above recommendation.

Council, at its meeting on August 12, 1981, directed that the Public Works Committee consider the matter of individual utility/water metering for units within condominiums.

ITEM 4 CONTINUED...

Attached to the agenda were the following comments received from Hydro Mississauga and Consumers' Gas.

(i) Letter dated August 25, 1981, from Hydro Mississauga outlining their standard metering policy. Apartment Buildings, whether rented or condominium, require bulk metering; Row Type Multiple Dwellings, whether rental or condominium, require individual metering for each dwelling unit, and bulk-metered condominiums can be converted upon written requests of the owners subject to the owners supplying and installing individual meter base sockets and associated wiring, grouped in meter rooms or other appropriate locations, according to the requirements of the Hydro Commission and the Ontario Hydro Inspection Department and subject to additional charges for any metering voltage other than 120/240 volts.

(ii) Letter dated June 23, 1981, from Consumers' Gas expressing some concern on the cost, practical approaches to servicing and installation of gas service and the effect on government regulations regarding installation and servicing of gas equipment. They advise that at present, condominium apartment buildings encompassing multi-level units are usually heated by a single heating and domestic water source requiring a single metering station, and condominium townhouses are usually individually metered. A further letter dated August 26, 1981, confirms that their practice in townhouse projects is to provide individual metering.

Mr. Taylor pointed out that problems had arisen with some of the earlier condominium developments which present legislation and new building requirements have resolved. In view of the comments received from Consumers' Gas and Hydro Mississauga, Councillor Cook moved that the matter be received.

File: B.04.00 See Recommendation #46 (D. Cook)

RECEIVED

5. Report dated September 3, 1981, from the Commissioner of Engineering and Works, regarding sidewalk installation on the north side of Burnhamthorpe Road between Golden Orchard Drive and Tomken Road. This report was in response to the following recommendation of the Traffic Safety Council which was adopted by Council on July 15, 1981:

> "That the City Engineer, Mr. W. P. Taylor, be requested to prepare a report indicating if funds were provided by the developers for the construction of a sidewalk on the north side of Burnhamthorpe Road between Golden Orchard Drive and Tomken Road, and further, that if funds have not been allocated by the developers, that the City Engineer indicate whether it is feasible to construct an asphalt path instead of a concrete path along that section of road."

In his report, Mr. Taylor advised that no funds were available from Engineering Agreements specifically assigned for the construction of a walk on Burnhamthorpe Road, and that funds for major road improvements, which included walk construction, were derived from the "Major Road Improvement Levy" and were the responsibility of the City. Since the walk is desirable and warranted in view of the residential construction in the area and since the funds in the 1981 Capital Sidewalk Programme are totally committed, Mr. Taylor advised that $30,000.00 would be included in the 1982 Sidewalk Construction Programme for the construction of a concrete 686 meter sidewalk along the north side of Burnhamthorpe Road between Golden Orchard Drive and Tomken Road.

Mr. Taylor further pointed out that consideration should be given to a progressive sidewalk construction programme on both sides of Burnhamthorpe Road from the Etobicoke Creek to Winston Churchill Boulevard which would involve an additional annual budget allocation of $40,000.00 to the Sidewalk Construction Programme. Mr. Taylor further advised that the construction of asphalt paths instead of concrete sidewalks along Burnhamthorpe Road were not recommended since their life expectancy was shorter and cost savings were minimal.

Mr. Taylor recommended:

(a) That a City policy be adopted to construct concrete sidewalks on all major roads consistent with adjacent development.

(b) That the construction of a concrete sidewalk on the north side of Burnhamthorpe Road between Golden Orchard Drive and Tomken Road be considered in the 1982 Capital Sidewalk Construction Programme.

ITEM 5 CONTINUED...

(c) That consideration be given at the time of the 1982 Capital Budget discussions for an additional allocation of $40,000.00 per year to be assigned to the Capital Construction Sidewalk Programme to ensure that a walk on both sides of Burnhamthorpe Road from Etobicoke Creek to Winston Churchill Boulevard evolves in harmony with abutting developments.

On receiving confirmation that the annual allocation of $40,000.00 was over and above the normal Capital Construction Sidewalk Programme, Councillor Cook moved the adoption of the above recommendation.

File: F.06.03.03 See Recommendation #47 (D. Cook)

APPROVED

6. At the Regional Council Meeting on July 7, 1981, a report from Mr. W. J. Anderson, Commissioner of Public Works, Region of Peel, regarding grass cutting on Regional roads, was referred to the area municipalities for their comments. In his report, Mr. Anderson advised that the Region's policy was to cut grass in urban areas four times a year; all other areas twice a year, and compared this to the levels of service in Brampton and Mississauga. He pointed out that grass cut by hand four times a year costs approximately $120.00 per acre and that the grass cut by tractor twice a year costs approximately $29.00 per acre in 1981 prices and recommended that area municipalities requiring a higher level of service in certain areas assume the responsibility for this grass cutting and that the Region pay to the Municipality the appropriate amount it would have cost the Region to maintain the Regional level.

Attached to the agenda was a report dated September 22, 1981, from the Commissioner of Engeering and Works, wherein he advised that the Region's present policy of cutting boulevards four times a year was one more cutting per year than the City's policy in 1981. He suggested that consideration be given to increasing the City's level of service to four cuttings per year during the 1982 Current Budget discussions, but pointed out that the budget was being prepared on the basis of three cuttings per year with a fourth cutting in problem areas.

ITEM 6 CONTINUED...

Mr. Taylor recommended:

(a) That the level of service for mowing of grass on City streets in 1982 be three times a year, with a fourth cutting in high problem areas; and

(b) That the Region of Peel be requested to continue grass cutting on Regional roads in the City of Mississauga in 1982 at the same level as provided in 1981.

File: A.02.04.07 See Recommendation #48 (D. Cook)

APPROVED

7. On August 13, 1981, the Public Works Committee made the following recommendation which was adopted by Council on September 14, 1981:

(a) That a letter be prepared by the Commissioner of Engineering and Works explaining the provisions of City of Mississauga By-law #158-81 dealing with the collection of garbage, brush and debris and requesting the co-operation of residents in the City of Mississauga.

(b) That a copy of the letter from the Commissioner of Engineering and Works be attached to the Notice of Violation, left by the By-law Enforcement section of the Building Department, at the premises of violators of By-law #158-81.

Attached to the agenda was a report dated September 22, 1981, from the Commissioner of Engineering and Works attaching, as Schedule 'A', the proposed pamphlet with respect to the garbage collection and as Schedule 'B', the suggested Notice of Violation which would be left with a resident as the first warning to an offender under the Garbage By-law.

In his report, Mr. Taylor recommended:

(a) That the Public Relations Department be requested to prepare and deliver 100,000 copies of the Garbage Information Brochure, attached to Mr. Taylor's report of September 22, 1981, at a cost of $3,000.00 plus tax, plus $35.00 per thousand for delivery.

(b) That the Notice of Violation, attached to Mr. Taylor's report of September 22, 1981, with respect to Garbage, be approved for issuance to residents.

ITEM 7 CONTINUED...

Mayor McCallion requested the Commissioner of Engineering and Works to investigate complaints she and other Councillors had received that the garbage contractor was not distinguishing between refuse for recycling and refuse for disposal.

On suggesting that the Brochure clearly set out the section pertaining to cardboard boxes and the fact that they could not be used as garbage containers, Councillor Cook moved the adoption of Mr. Taylor's recommendation.

File:F.05.04.03 See Recommendation #49 (D. Cook)

APPROVED

8. Memorandum dated September 22, 1981, from the Commissioner of Engineering and Works, advising that it was his Department's intention to have the Consulting Engineer review the Computerized Traffic Signal Study with the Public Works Committee at its November, 1981, meeting.

It was agreed that the next meeting of the Public Works Committee, scheduled for October 15, 1981, would be cancelled and that all Members of Council should be urged to attend the November 19, 1981, meeting.

File: F.06.02

RECEIVED

9. Council, at its meeting on July 15, 1981, recommended that the draft Engineering Agreement, as amended by the Public Works Committee on June 18, 1981, be circulated to the development industry, and further, that their comments and the draft Agreement be considered by the Public Works Committee at its meeting on August 13, 1981.

Attached to the agenda was a copy of the draft Engineering Agreement, as amended, and a copy of the replies received from the following:

(i) Mississauga Peel Land Consultants Limited, dated August 4, 1981.

(ii) Traders Associates, dated July 30, 1981

ITEM 9 CONTINUED...

(iii)R. E. Winter & Associates Ltd., dated August 5, 1981

(iv) Carma Developers Ltd., dated August 4, 1981

(v) Pinetree Development Co. Limited, dated August 5, 1981

(vi) The Proctor & Redfern Group, dated August 13, 1981

Council, at its meeting on September 14, 1981, adopted the following recommendation of the Public Works Committee:

> "That the Commissioner of Engineering and Works review, with the City Solicitor, the various comments received from the development industry and submit their recommendations on the final draft of the Engineering Agreement for residential subdivisions to the Public Works Committee for consideration at their September 17, 1981, meeting."

A new draft of the Engineering Agreement, dated September 25, 1981, was distributed to Committee Members.

Mr. Taylor reviewed the clauses recommended by the Commissioner of Recreation and Parks, and explained that it had been suggested that the Agreement be called the "Servicing Agreement", rather than Engineering Agreement, since the Agreement encompassed more that Public Works matters. Since the commonly known "Engineering Agreement" used by other municipalities also included the financial obligations which were dealt with separately by the City of Mississauga, Mr. Taylor felt that the new name for the Agreement would cause less confusion to the development industry. It was moved by Councillor Cook:

(a) That the Public Works Committee recommend that the name of the Engineering Agreement be changed to the "Servicing Agreement".

(b) That the Public Works Committee recommend that the revised "Servicing Agreement" be presented to General Committee once all of the staff input had been received; the staff input still to be received being from Mr. W. J. Anderson, Commissioner of Public Works, Region of Peel, and Mr. K. A. Cowan, Commissioner of Building; the comments from these Commissioners be received by October 15, 1981, so that the new "Servicing Agreement" can become effective November 1, 1981.

ITEM 9 CONTINUED...

(c) That any agreement to be entered into prior to November 1, 1981, include the Insurance clauses, the Consulting Engineering clauses and the security clauses of the new proposed "Servicing Agreement".

File: A.00.02.01 See Recommendation #51 (D. Cook)

10. Report dated September 15, 1981, from the Commissioner of Engineering and Works, on the security of construction equipment on project sites. At the Council Meeting on July 15, 1981, Councillor Mahoney expressed concern with respect to the security of construction equipment at various sites across the City, whether on City or private project sites.

In his report, Mr. Taylor advised that his Department had conducted a full review of the security of construction equipment on project sites and feels that the security measures being employed by contractors engaged on capital projects within the City were reasonable and acceptable. Similar reviews have been undertaken on many occasions by the equipment manufacturers, insurance firms, contractors and various Provincial and Municipal authorities, and all practical measures have been taken to eliminate vandalism where possible.

Mr. Taylor recommended:

"That the report dated September 15, 1981, from the Commissioner of Engineering and Works, concerning construction equipment on project sites, be received."

Councillor Marland pointed out that the reasonable and acceptable steps taken to eliminate vandalism had to be within the confines of economical feasibility and therefore moved receipt of the above recommendation.

File: F.01.01 See Recommendation #52 (M. Marland)

RECEIVED

11. Summary of Unfinished Business relating to the Public Works Committee as of September 28, 1981.

The Committee discussed Request for Report 229-81, which requested the Commissioner of Engineering and Works to report on the policy regarding the installation of traffic signals Mr. Taylor advised that the warrants for the installation of traffic control signals were established and available from his Department.

ITEM 11 CONTINUED...

It was moved by Councillor Cook that Request for Report 229-81 be deleted and the Summary of Unfinished Business be received.

File: A.03.04.06 See Recommendation #53 (D. Cook)

RECEIVED

RECOMMENDATIONS: As per report No. 8-81

ADJOURNMENT: 12:00 noon

Christine Dodds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE

OCTOBER 1 1981
FILE: A.03.04.06

REPORT NO. 8-81

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its eighth report and recommends:

41. (a) That the report dated August 12, 1981, from the Commissioner of Engineering and Works, regarding unnecessary STOP signs in the City of Mississauga, endorsed by Council on September 14, 1981, subject to the inclusion of additional examples and expanded information, be amended to include the attachment of Appendix "A" and Appendix "B" recommended for approval by the Public Works Committee on October 1, 1981.

(b) That the information contained in the report dated August 12, 1981, from the Commissioner of Engineering and Works, as amended, regarding unnecessary STOP signs, be forwarded with an explanatory letter from the Chairman of the Public Works Committee, to all Ratepayers' Associations for their comments back to the Commissioner of Engineering and Works.

(38-42-81) F.06.04.05

42. (a) That, in some instances, the use of YIELD signs rather than STOP signs, be considered for endorsement and the Commissioner of Engineering and Works consult with each Member of Council and prepare a list showing two locations in each ward where YIELD signs could be installed on an experimental basis.

(b) That the Commissioner of Engineering and Works report back to the Public Works Committee when the list has been prepared.

(38-42-81) F.06.04.05

43. That the City of Mississauga request the Region of Peel Police Commission to include in their 1982 Budget, staff and equipment for increased radar surveillance on the roads in the City of Mississauga.

(38-43-81) F.06.04.05

44. That the City of Mississauga inform the Ministry of Transportation and Communications and the Executive of the Ontario Traffic Conference that it disagrees with Resolution 79-17 approved in 1980, requesting the Ministry of Transportation and Communications to establish warrants for the creation of all-way stops and speed zones of less than 40 km/h, and further, that the City of Mississauga favours that local traffic problems be resolved by the staff and Councils of the local municipalities.

(38-44-81) F.06.04.01

45. (a) That the report dated August 25, 1981, from the Commissioner of Engineering and Works, regarding the Truck Route Network Study 1981, Region of Peel, be adopted with the following amendments to Table 2 attached thereto:

Erindale Station Road from Dundas Street to Burnhamthorpe Road - deletion of the words "and all day sunday" under the heading "City of Mississauga Recommendation"

Inclusion of 7:00 p.m. to 7:00 a.m. restriction on Lakeshore Road from Southdown Road to Hurontario Street.

Inclusion of 7:00 p.m. to 7:00 a.m. restriction on The Queensway from Hurontario Street to Hensall Street.

The existing nightime restrictions on The Queensway from east of Dixie Road to the Etobicoke Creek, omitted from the Truck Route Network Study 1981, Region of Peel, remain in effect.

(b) That the Ontario Trucking Association's comments be sought on the above amendments.

ITEM 45 CONTINUED...

(c) That the subject of construction of noise barriers be referred to the joint study team comprised of Staff of the Region of Peel and the Area Municipalities.

(d) That road construction identified in the study be considered for inclusion in the proposed 5-year Capital Budgets of the City of Mississauga and the Region of Peel based on the usual criteria of need, capacity, traffic volumes and available subsidy.

(e) That the night time restrictions be made standard throughout the City of Mississauga at 7:00 p.m. to 7:00 a.m., Monday to Saturday, to conform with adjacent municipalities.

(38-45-81) A.02.04.06.01

46. (a) That no further action be taken by the City of Mississauga to require that utility services to condominiums and/or apartment buildings be individually metered.

(b) That the letter dated August 25, 1981, from Hydro Mississauga and the letters dated June 23rd and August 26th, 1981, from Consumers' Gas, be received.

(38-46-81) B.04.00

47. (a) That it be the City of Mississauga's policy to construct concrete sidewalks along all major roads where there is adjacent development.

(b) That the construction of a concrete sidewalk on the north side of Burnhamthorpe Road between Golden Orchard Drive and Tomken road be considered in the 1982 Capital Sidewalk Construction Programme.

(c) That consideration be given at the time of the 1982 Capital Budget discussions for an additional allocation of $40,000.00 per year to be assigned to the Capital Construction Sidewalk Programme to ensure that a walk on both sides of Burnhamthorpe Road from Etobicoke Creek to Winston Churchill Boulevard evolves in harmony with abutting developments.

(38-47-81) F.06.03.03

48. (a) That the level of service for mowing of grass on City streets in 1982 be three times a year, with a fourth cutting in high problem areas; and

(b) That the Region of Peel be requested to continue grass cutting on Regional roads in the City of Mississauga in 1982 at the same level as provided in 1981.

(38-48-81) A.02.04.07

49. (a) That the Public Relations Department be requested to prepare and deliver 100,000 copies of the Garbage Information Brochure, attached to the report dated September 22, 1981, from the Commissioner of Engineering and Works, as amended by the Public Works Committee at its meeting held on October 1, 1981, to clearly set out the section pertaining to cardboard boxes and to indicate that they must not be used as garbage containers, at a cost of $3,000.00 plus tax, plus $35.00 per thousand for delivery.

(b) That the Notice of Violation, attached to the report dated September 22, 1981, from the Commissioner of Engineering and Works, with respect to Garbage, be approved for issuance to residents in the City of Mississauga.

(38-49-81) F.05.04.03

50. That the memorandum dated September 22, 1981, from the Commissioner of Engineering and Works, advising that the Consulting Engineers will review the Computerized Traffic Signal Study with the Public Works Committee at its meeting to be held on November 19, 1981, be received.

(38-50-81) F.06.02

51. (a) That the name of the Engineering Agreement for residential subdivisions be changed to "Servicing Agreement".

(b) That the new Servicing Agreement be finally revised and submitted to General Committee for approval in October, 1981, so that the new agreement can become effective on November 1, 1981.

ITEM 51 CONTINUED...

(c) That any agreement for a residential subdivision to be entered into prior to November 1, 1981, include the Insurance clauses, the Consulting Engineering clauses, and the Security clauses of the new proposed "Servicing Agreement".

(38-51-81) A.00.02.01

52. That the report dated September 15, 1981, from the Commissioner of Engineering and Works, concerning the security of construction equipment on project sites, be received.

(38-52-81) F.01.01

53. (a) That Request for Report 229-81 from the Commissioner of Engineering and Works on the policy regarding the installation of traffic signals, be deleted from the Summary of Unfinished Business of the Public Works Committee.

(b) That the Summary of Unfinished Business as of September 28, 1981, as amended, be received.

(38-53-81) A.03.04.06

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, NOVEMBER 19, 1981 AT 9:30 A.M.

COMMITTEE ROOM 'A'

MEMBERS: Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Mr. P. K. Kar

PREPARED BY: Clerk's Department
DATE: November 17, 1981

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, NOVEMBER 19,1981

A. DEPUTATION: Mr. R. Blay, McCormick, Rankin and Associates
Re Item 1

ITEM #	FILE #	SUBJECT
1.	F.06.02.01	Computerized Traffic Signal Study
2.	A.02.03.02 J.05.81151	New M.T.C. Traffic Signal Warrant
3.	A.03.04.06.01	Mr. P. K. Kar - Attendance at Public Works Committee Meetings
4.	A.02.04.06	Region of Peel Truck Route Network Study, 1981
5.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, NOVEMBER 19,1981
COMMITTEE ROOM 'A' AT 9:30 A.M.

A G E N D A

A. DEPUTATION

Mr. R. Blay, McCormick, Rankin and Associates
Re: Item 1

File: F.06.02.01

MATTERS FOR CONSIDERATION

1. At its meeting of June 5, 1981, Council adopted the following recommendation:

> "That McCormick, Rankin & Associates, in association with Mr. Douglas Whitehead, be retained to carry out Phase 1 and Phase 2 of the Computerized Traffic Signal Study as indicated in the Terms of Reference which were dated April 30, 1981, and as submitted in their proposal at an upset limit of $32,000.00."

Pursuant to this recommendation, the study was initiated and attached to the agenda is a report from the Commissioner of Engineering and Works dated November 10, 1981, regarding the final draft of the report prepared by McCormick, Rankin & Associates. A copy of the report from McCormick, Rankin & Associates is being circulated to Members of the Public Works Committee and Council only. In his report, Mr. Taylor reviews the final draft of the report prepared by McCormick, Rankin & Associates, details his own comments and recommends:

(a) That the report of McCormick, Rankin & Associates, in association with Mr. D. Whitehead, dated November 10, 1981, be accepted in principle, to be used as the basis for the detailed design, preparation of plans, specifications, and tender documents, for a computerized traffic control system for all traffic signals in the City of Mississauga.

(b) That the Ministry of Transportation and Communications be requested to advise that a Supplementary Subsidy will be available to the City of Mississauga and the Region of Peel for their portion of the computerized traffic control signal network, and that the M.T.C. is agreeable to paying its share of the cost for any M.T.C. signals that are connected to the computerized system.

(c) That the Region of Peel be requested to confirm that it is prepared to participate financially and contribute in proportion to the number of Regional signals which are connected to the City of Mississauga's computerized traffic signal system.

(d) That subject to the approval of the M.T.C., proposals be invited for Phase III of the Study from:

McCormick, Rankin & Associates, in association with Mr. D. Whitehead

Delcan (Deleuw Cather Canada Ltd.)

Marshall, Macklin Monaghan

M. M. Dillon

(i) to prepare a detailed system design, prepare plans, specifications, and tender documents under the direction of the Technical Steering Committee;

(ii) conduct a comprehensive traffic signal timing and phasing study for all the traffic signals within the limits of the City of Mississauga;

(iii) supervise the tendering and installation of the central computerized system.

(e) That the Region of Peel be requested to contribute towards the engineering cost for Phase III in proportion to the number of signals they have in the system.

(f) That a report be prepared by the staff of the City of Mississauga recommending how the annual operating cost for the computerized traffic signal network in the City of Mississauga will be shared between the City of Mississauga, the Regional Municipality of Peel, and the Ministry of Transportation and Communications.

It is anticipated that Mr. R. Blay of McCormick, Rankin and Associates, will be attending the meeting in this regard.

File: F.06.02.01

RECOMMEND ADOPTION

2. Report dated November 2, 1981, from the Commissioner of Engineering and Works regarding a new M.T.C. Traffic Signal Warrant. Mr. Taylor advises that as a result of a Committee Review made up of Traffic Engineering staff from across Ontario and M.T.C. Officials, the M.T.C. has revised the Traffic Signal Warrant and sent copies of same to all municipalities advising that this warrant will be effective January 1, 1982. Mr. Taylor reviews and comments on the new warrant, outlines the implications it will have and recommends:

(a) That the Council of the City of Mississauga express to the Minister of Transportation and Communications their objection to the new signal warrants in that the new warrants do not adequately reflect sufficient weighting for rush hour traffic in urban centres.

(b) That the Ministry of Tranpsortation and Communications be requested to adjust the warrant so as to reflect rush hour traffic in urban areas and the weighting of peak hours vs off-peak hours.

(c) That the MEA-MTC Advisory Committee be advised of the City of Mississauga's concerns.

(d) That the Minister of Transportation and Communications be requested to defer the implementation of the new warrant system until January 1, 1983, in order that a full review can take place on the new standards with the affected Municipalities.

Files: A.02.03.02
J.05.81151

RECOMMEND ADOPTION

3. Letter dated October 1, 1981, from Mr. Prabhat K. Kar, member of the Public Works Committee, along with a letter dated October 26, 1981, from Councillor D. Culham. In his letter, Mr. Kar apologizes for not being able to attend the meetings and advises that since his appointment to the Committee, his work has taken him out-of-town and he has been unable to attend the meetings on a regular basis. However, he anticipates that he will be returning home in the latter part of November and expects to be able to attend the December meeting.

File: A.03.04.06.01

RECOMMEND RECEIPT

4. Letter dated November 11, 1981, from Mr. G. M. Parke, Executive Director of Public and Regulatory Affairs of the Ontario Trucking Association, with respect to the Region of Peel Truck Route Network Study, 1981. In his letter, Mr. Parke advises that his Association has reviewed the Study and that they do not wish to raise any objections to the proposed amendments.

File: A.02.04.06

RECOMMEND RECEIPT

5. Summary of Unfinished Business relating to the Public Works Committee as of November 17, 1981.

File: A.03.04.06

RECOMMEND RECEIPT

FILE: 11 141 00039
11 141 00041

1.

Chairman and Members of the
Public Works Committee

William P. Taylor,P.Eng.
Engineering and Works

November 10, 1981

SUBJECT: Computerized Traffic Signal Study.

ORIGIN: Engineering and Works Department.

COMMENTS: Council, at its meeting of June 5, 1981, adopted the following recommendation:

RECEIVED
REGISTRY No. 19800.
DATE NOV 16 1981
FILE No.
CLERK'S DEPARTMENT

"That McCormick, Rankin & Associates, in association with Mr. Douglas Whitehead, be retained to carry out Phase 1 and Phase 2 of the Computerized Traffic Signal Study as indicated in the Terms of Reference which were dated April 30, 1981, and as submitted in their proposal at an upset limit of $32,000.00."

Pursuant to this recommendation, the study was initiated. A total of four meetings were held between the consultants and the full Technical Steering Committee, which was made up of representatives of the City of Mississauga, the City of Brampton, the Regional Municipality of Peel, and the Ministry of Transportation and Communications. Additional meetings were held between the consultants and the Traffic Engineering staff of the participating authorities.

Attached is the final draft of the report prepared by McCormick, Rankin & Associates, in association with D. Whitehead.

Briefly, the consultants recommend that two separate computer systems be used to control the traffic signals in Mississauga and Brampton. One central computer would be located in the City of Mississauga and would control the traffic signals within the boundaries of the City of Mississauga. A second, separate control computer system would be installed in the City of Brampton should they decide to proceed with the computerized control of traffic signals.

continued....

1.a

COMMENTS:
(continued)

The capital cost of the installation of a central computer for the control of the existing traffic signals, plus the costs to connect new signals installed in the next five years within the City of Mississauga is $3,500,000.00. This figure includes estimates of all necessary equipment and construction costs as well as an estimate of the necessary consulting fees for the detailed design, preparation of plans, specifications, tenders, as well as system installation supervision in 1981 dollars. Also included in this figure is the estimated cost for doing a comprehensive traffic signal timing and phasing study.

The estimated City of Mississauga share of the total cost is $1,876.000.00, with the Region of Peel and the Ministry of Transportation and Communication's shares being $1,159,000.00 and $465,000.00 respectively. As indicated previously this estimate is based on the projected number of traffic signals anticipated to be in place within a five-year period. The actual number of traffic signals installed over the five-year period may vary depending on economic conditions. There is presently $1,500,000.00 allocated in the City of Mississauga's 5-Year Capital Budget for the implementation of this work.

In order that the maximum benefit from a computerized traffic signal system is obtained, it is essential that all traffic signals in the City of Mississauga be controlled by a single computer, regardless of the existing jurisdiction of the traffic signals. It is, therefore, essential that the M.T.C. traffic signals and the Region of Peel traffic signals be placed under the control of the central computer in the City of Mississauga. With the implementation of the computerized traffic signal system, it is felt that the planning, financing and installation of any new traffic signals would remain the responsibility of the applicable road authority. The new installations would, of course, be designed and constructed so that they would be connected to the system.

continued....

COMMENTS:
(continued)

The overall system requirements would take priority as the traffic control in an area has to be co-ordinated independent of jurisdiction. The ultimate operation and input to the system would rest with the City of Mississauga; however, the Region of Peel would be provided at the Region's office with the terminal facilities which will be designed to provide the Region with information regarding system status, timing and phasing data, together with a record of any system malfunctions. Ajustments to the system will be required from time to time and any phasing changes (i.e. addition of advance green), or signal timing changes, would be implemented in accordance with the overall operation of the entire system, and after review by a Technical Operations Committee composed of staff from the City, the Region of Peel and, where required, the M.T.C.

The attached report from McCormick, Rankin & Associates summarizes the results for Phases I and II of the study. It is recommended that the City of Mississauga proceed with Phase III of the study which would include the detailed design of the system, preparation of plans, specifications, and tender documents, for the recommended system in the City of Mississauga, including the system installation and contract supervision, and a detailed traffic signal timing and phasing study.

While the City of Mississauga paid the full costs of Phases I and II, it is recommended that the Region of Peel and the M.T.C. pay their share of the Phase III study costs in proportion to the number of traffic signals under their respective jurisdictions.

It has been the intent of the City of Mississauga in embarking on this study for the computerization of traffic signals, to proceed with this program as expeditiously as possible. The recommendations which follow have been made on this assumption, and, if adopted by Committee and Council would mean that the City of Mississauga will proceed with a computerized traffic signal system, in conjunction with the Region of Peel and the M.T.C. independent of the City of Brampton. The City

continued...

1.c

COMMENTS:-
(continued) of Brampton has, as of this date, not indicated that they wish to install a computerized traffic signal system, nor have they made any arrangements for the financing of same.

However, should the City of Brampton decide to proceed subsequent to this date to embark on a computerized traffic signal system the Terms of Reference for Phase III will be so worded to permit this option, providing Brampton decides prior to February 1, 1982. This date has been chosen on the premise that the City of Brampton and the Region of Peel's Capital Budgets will be confirmed as of that date.

RECOMMENDATIONS: 1) That the report of McCormick, Rankin & Associates in association with Mr. D. Whitehead, dated November 10, 1981, be accepted in principle, to be used as the basis for the detailed design, preparation of plans, specifications, and tender documents, for a computerized traffic control system for all traffic signals in the City of Mississauga.

2) That the M.T.C. be requested to advise that a Supplementary Subsidy will be available to the City of Mississauga and the Region of Peel for their portion of the computerized traffic control signal network, and that the M.T.C. is agreeable to paying its share of the cost for any M.T.C. signals that are connected to the computerized system.

3) That the Region of Peel be requested to confirm that it is prepared to participate financially and contribute in proportion to the number of Regional signals which are connected to the City of Mississauga's computerized traffic signal system.

4) That subject to the approval of the M.T.C. proposals be invited for Phase III of the Study from:-

McCormick, Rankin & Associates,
in association with Mr.D. Whitehead

Delcan (Deleuw Cather Canada Ltd.)

Marshall, Macklin Monaghan

M. M. Dillon

RECOMMENDATIONS:

(continued)

4) a) to prepare a detailed system design, prepare plans, specifications, and tender documents under the direction of the Technical Steering Committee;

b) conduct a comprehensive traffic signal timing and phasing study for all the traffic signals within the limits of the City of Mississauga;

c) supervise the tendering and installation of the central computerized system.

5) That the Region of Peel contribute towards the engineering cost for Phase III in proportion to the number of signals they have in the system.

6) That a report be prepared by staff recommending how the annual operating cost for the computerized traffic signal network in the City of Mississauga will be shared between the City, the Regional Municipality of Peel, and the Ministry of Transportation and Communications.

William P. Taylor, P. Eng.
Commissioner.

WPT.mh

c.c. E. M. Halliday

att.

1.e

ENGINEERING SERVICES COSTS

CONSULTANTS :	**1 - 3 year period to end of 1984**	
Timing and Phasing Study		$ 50,000
Preliminary Intersection work		$ 25,000
Specifications Preparation		$ 75,000
Supervision of Installation ($50,000 per year)		$100,000
Contingency		$ 30,000
		$280,000
Staff time - 1982 - $25,000	)	
1983 - $55,000	)	
1984 - $55,000	)	$135,000
1985, 1986		
Consultants		$ 60,000
Staff time (2 years at $55,000)		$110,000
		$170,000
TOTAL 5 YEAR ENGINEERING AND CITY STAFF		$585,000
ROUNDED TO :		$600,000

CITY OF MISSISSAUGA
COMPUTERIZED TRAFFIC CONTROL SYSTEM STUDY

SUMMARY OF CAPITAL COSTS (EXCLUDING ENGINEERING)

	System Costs incl. existing traffic signals and traffic signals installed in 1982 (approximately 239)	Cost to connect projected traffic signals to be installed in 1983 & 1984 (approximately 52)	5 year Capital Costs based on 5 year projection of traffic signals (approximately 56)	TOTAL 5 year Capital Costs
Computer and Accessories				
Computer, Map and Test equipment	$400,000			$400,000
Communication Equipment				
Master Communications	$103,000			$800,000
Local Communications (CICU's)	$475,000	$103,000	$119,000	
Traffic Signal Controllers and Detectors	$171,000 $104,000			$275,000
Electrical Field Work				
Communications Installations (CICU)	$232,000	$ 56,000	$ 60,000	$450,000
Controller Installation	$ 51,000			
Controller relocation and other related work	$ 51,000			
Field Construction				
Telephone Construction	$231,000	$ 55,000	$ 60,000	$750,000
Detector Installation	$404,000			
Software and Related Services	$225,000			$225,000
Sub Total	$2,447,000	$214,000	$239,000	$2,900,000
Total Projected contract cost to end of 1984	$2,661,000 **			
** City of Mississauga's share ..... (based on ratio of projected number of traffic signals to 1984 or 522 City of Mississauga)	$1,390,000			

FILE REF : 13 211 00208
11 141 00039
22 121 00002

2.

The Chairman and Members of
Public Works Committee

City of Mississauga

William P. Taylor, P.Eng., Commissioner

Engineering and Works

November 2, 1981

LADIES & GENTLEMEN :

SUBJECT : New M.T.C. Traffic Signal Warrant.

ORIGIN : Engineering and Works Department.

COMMENTS : As a result of a Committee Review made up of Traffic Engineering staff from across Ontario and M.T.C. officials, the M.T.C. has revised the Traffic Signal Warrant and sent copies of same to all municipalities advising that this warrant will be effective January 1, 1982. The Engineering Department has reviewed the new warrant and wishes to comment on it and advise the Committee of the implications it will have.

RECEIVED
REGISTRY No. 19471
DATE NOV 6 1981
FILE No.
CLERK'S DEPARTMENT

First, let me state that the M.T.C. will grant legal approval for signal installations provided they receive proper DB-4 plans which show the signal installations meeting the requirements of the Highway Traffic Act, as in the past.

The M.T.C. will further grant subsidy approval if the locations meet the volume requirements of the Traffic Signal Warrant. This subsidy to municipalities is 50% of the total cost of the installation. It is this volume warrant which has been amended and the overall effect by altering this method of calculating the warrant, will make it more stringent and difficult for warrants to be met for subsidy purposes. All signals installed and paid for by the City in the past have met the warrant and the City has received subsidy, except for one signal installed at Dundas Street and Coram Avenue a number of years ago. It has been an accepted procedure not to install signals until warrants are met.

In view of the fact that the warrant has been changed and the M.T.C. has acknowledged that it will be more difficult for the new warrant to be met for subsidy purposes,

continued ..

2.a

SUBJECT : New M.T.C. Traffic Signal Warrant.

COMMENTS :
continued ...

the Engineering Department has conducted a review of the last ten signal installations to perform a comparative analysis of the new and old warrant. The results of that review indicate that only three out of the ten locations would have been warranted by applying the new standard. The M.T.C. has indicated that their review approximates that seven of ten, or 70%, of the intersections which have been submitted to them meet the new warrant and would have been eligible for subsidy. Appendix "A" shows the comparative values for the old and new warrants for the ten intersections we reviewed.

I would point out for your information that the lowest value of the two in warrant 1 and warrant 2, governs for that section. If the lowest value in either warrant 1 or 2 is 100% or more, the signals are warranted. If the lowest values in both sections are at least 80% or more, a combination warrant is met and signals are warranted.

Thirdly, if the lowest values in both sections are below 80%, or if only one is 80% or more, warrants are not fulfilled.

We have been advised by the M.T.C. in preliminary meetings with them to discuss this new warrant, that some municipalities have expressed a concern to them that the old warrant was too lenient, and they were being put under pressure from citizens to install signals as soon as warrants were met, where in most cases the installations could have been forestalled because traffic problems were minimal. However, it is felt that the new warrant does not give adequate consideration to the problems experienced by motorists in large urban areas especially during the four or six peak hours of the day. More weight or consideration should be given to those peak hours in the working out of the warrant values.

Warrants in fact could be met for the four peak hours of the day and due to the volume serious hazards presented, but due to the equal weight given to the low off peak hours, the overall warrant may not be met. This could be particularly true for collector subdivision roadways intersecting with busy arterials where the collector carries minimal volumes in the off peak hours.

continued ...

2.6

SUBJECT : New M.T.C. Traffic Signal Warrant.

COMMENTS :
continued....

With respect to the current (or old) warrant, our experience is that it has not proven to be a problem in its application in the past, and the warrant values are realistic in assessing the need for traffic signals, especially in urban applications. When the warrant was met, observation and analysis on site revealed that traffic signals would improve the operation of the intersection and reduce hazards, When the warrants were not met, the intersection operated at a reasonable level of service and safety. In fact concern has been expressed that the current (or old) warrants are too stringent. It is our opinion that a system of warrants are required in order that this traffic control device is not indiscriminately used.

Based on our review, we feel it would be prudent for the City of Mississauga, through Council to express concern with the new warrant, and request the MTC to consider amending it to give more consideration to the peaking of traffic volumes especially in urban areas. Staff has also other suggestions to modify the warrants and we would suggest that Council request MTC officials meet with City staff to review our concerns and suggestions.

We should advise that MTC's evaluation was based on a sample of 100 intersections, however we feel that the new warrants are in fact, harder to satisfy than indicated by their sampling.

RECOMMENDATIONS :

1. That the Council of the City of Mississauga express to the Minister of Transportation and Communications their objection to the new signal warrants in that the new warrants do not adequately reflect sufficient weighting for rush hour traffic in urban centres.

2. That the Ministry of Transportation and Communications be requested to adjust the warrant so as to reflect rush hour traffic in urban areas and the weighting of peak hours vs off-peak hours.

continued..

2.c

SUBJECT : New M.T.C. Traffic Signal Warrant.

RECOMMENDATIONS :
continued...

3. That the MEA - MTC Advisory Committee be advised of the City of Mississauga's concerns.

4. That the Minister of Transportation and Communications be requested to defer the implementation of the new warrant system until January 1, 1983 in order that a full review can take place on the new standards with the affected Municipalities.

William P. Taylor

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

AEM:dw
Attach.

c.c. Mr. E. M. Halliday

2.d

APPENDIX "A"

Location	Old Warrant				Signals Warranted	New Warrant				Signals Warranted
	Section 1 A	Section 1 B	Section 2 A	Section 2 B		Section 1 A	Section 1 B	Section 2 A	Section 2 B	
Rathburn - Tomken	133	104	113	156	YES	95	85	90	100	YES
Rena - Torbram	121	113	99	179	YES	95	93	89	100	YES
Dundas - Woodchester	155	152	127	157	YES	91	87	85	84	YES
Tomken - Flagship	105	80	90	230	YES	86	74	81	90	NO
Mavis - Paisley	94	86	80	176	YES	81	79	73	100	NO
Eglinton - Fieldgate	149	86	132	101	YES	90	58	87	65	NO
Tomken - Matheson	116	184	81	307	YES	82	98	69	100	NO
Britannia - Tomken	124	88	107	150	YES	93	72	85	91	NO
Tomken - Kamato	102	140	76	239	YES	84	92	70	100	NO
Tomken - Runningbrook	98	93	80	123	YES	83	80	74	92	NO

NOTE : Underlined values govern for that section

RETYPED FOR REASONS OF ILLEGIBILITY/PJ

3.

Prabhat K. Kar
3514 Ash Row Cres.
Mississauga, Ont. L5L 1K4

Oct. 1, 1981

Councillor D. Culham, Chairman
Public Works Committee
City of Mississauga
1 City Centre Dr.
Mississauga, Ont. L5B 1M2

Dear Mr. Culham

Sub: Citizens Appointment to the Public Works Committee

Since my appointment to the above Committee in June, my work-scope at Ontario Hydro has changed dramatically. I have been temporarily assigned at Thunder Bay since mid-July, forcing me to miss most of the Committee meetings (in fact all since my first attendance in June).

This assignment at Thunder Bay was originally scheduled to be a short one and therefore I had informed the Clerk's Department that I will not be attending the July and possibly August meetings. I was scheduled to return back from Thunder Bay by end of August or first week of September.

However, in early September, the assignment was increased to at least until the end of October and possibly until the end of November (however, I have been assured that the end of November would definitely be the latest date I will be posted at Thunder Bay - returning to Toronto thereafter). But this means that I will be unable to attend any of the meetings until December.

I am writing this letter to express my regrets in not having to be able to attend the meetings and to apologise for the same. I would also like to request you to excuse me from future meetings at least until December. However, if this is not appropriate, and you would prefer to have another member take my place - please feel free to do so and treat this letter as my resignation from the Committee.

In closing, I would only like to add that I was looking forward to a useful contribution to the Committee work and am still interested in the Committee. Should an absence until December be acceptable to you, I would more than gladly remain a member of the Committee for the remainder of the term.

I would appreciate hearing of your decision. You may contact me at Thunder Bay if necessary at (807) 623-2771,ext. 431 or leave a message with my wife at 828-0308 or by mail at the address on top of the letter.

..../2

3. a

I am visiting Mississauga every 2nd weekend during my assignment at Thunder Bay and can get any messages left there at that time.

Thanking you, and hoping that the requested absence will be acceptable to you.

Yours sincerely,

"Prabhat K. Kar"

3.b

October 26, 1981

RECEIVED
19021
OCT 27 1981
A.03.04.06.01

Mr. Prabhat K. Kar
3574 Ash Row Crescent
Mississauga, Ontario
L5L 1K4

Dear Mr. Prabhat Kar:

Thank you for your letter of October 1st. The circumstances are quite understandable.

In view of the late time of year, I would suggest that we not reappoint someone else and that we will expect you back in December.

Yours very truly,

David J. Culham
Councillor Ward 6.

DJC/br

cc: Public Works Committee

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 1M2
TELEPHONE (416) 279-7600

4.

Ontario Trucking Association

November 11, 1981

19822
NOV 16 1981
A.02.04.06

Mrs. Christine Dodds
Committee Co-ordinator
Office of the Clerk
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Mrs. Dodds:

Thank you for your letter of October 16, 1981 in connection with the Truck Route Network Study 1981, Region of Peel.

It would appear that the proposed amendments to the report of the Public Works Committee will not seriously affect our people, therefore, we do not wish to raise any objections to them.

We appreciate your request for our comments to this matter.

Yours very truly,

G.M. Parke
Executive Director
Public and Regulatory Affairs

GMP/cmf

555 Dixon Road, Rexdale, Ontario M9W 1H8 Telephone (416) 247-7131
Affiliate Canadian Trucking Association

5.

PUBLIC WORKS COMMITTEE
DATE: NOV. 19/81

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb.19/81 Planning Committee Mar. 3/81 Council Mar.9/81	Jan. 20/82	4
141-81	Eng. & Works	Installation of Traffic Control Devices Unnecessary Stop Signs	Public Works of May 21/81	Nov. 19/81	3
168-81	Eng. & Works	Sod Damage to Boulevards	Public Works of June 18/81	Nov. 19/81	2
226-81	Eng. & Works	Traffic Signals at Cawthra and Arbor Roads	Council - Sept.14-81	Nov.20/81	0
230-81	Eng. & Works	2511 and 2717 Whaley Drive Frank & Michele Scappicio	Council - Ssept. 28/81	Nov. 19/81	0
240-81	Eng. & Works	Garbage Contractor not Distinguishing between Refuse for Recylcing and Refuse for Disposal	Public Works of Oct. 1/81	Nov. 19/61	0
241-81	Eng. & Works	Transportation of Hazardous Materials on Proposed Truck Routes	Public Works of Oct. 1/81	Nov 19/81	0
245-81	Eng. & Works	Road Signs Permitted or Not Permitted	Council - Oct. 13/81	Dec. 15/81	0
246-81	Eng. & Works	Sidewalk Installation on North Side of Burnhamthorpe Rd. Between Golden Orchard Dr. and Tomken Rd. (timing of construction of sidewalks along all major City roads and Regional roads)	Public Works - Oct. 1/81	Dec. 11/81	0
247-81	Eng. & Works	Use of YIELD Signs	Public Works of Oct. 1/81	Dec. 11/81	0
255-81	Eng. & Works	Warrants for Traffic Signals in the City of Mississauga	Dep. by Susan Bools, Chairman of Traffic Safety Council - Oct. 26/81		

CITY OF MISSISSAUGA

M I N U T E S

MEETING #9

NAME OF COMMITTEE:	PUBLIC WORKS
DATE OF MEETING:	Thursday, November 19, 1981
PLACE OF MEETING:	Committee Room 'A' at 9:30 a.m.
MEMBERS PRESENT:	Councillor D. Culham, Chairman Mr. J. Newell, Vice-Chairman Councillor D. Cook Councillor M. Marland (9:40 - 10:05)
MEMBERS ABSENT:	Mr. P. K. Kar (sent regrets)
DEPUTATION:	Mr. R. Blay, McCormick, Rankin and Associates - Re Item 1
ALSO PRESENT:	Mayor H. McCallion (9:40 - 10:00) (10:30 - 10:35) David Varraino, President of Student Council - Cawthra Park Secondary School - Mayor for a Day Councillor R. Skjarum (left 10:05) Councillor H. Kennedy (9:40 - 11:30) Councillor S. Mahoney (9:50 - 10:45)
STAFF PRESENT:	Mr. W. P. Taylor, Commissioner of Engineering and Works Mr. A. McDonald, Director, Maintenance Engineering Mr. J. Thomas, Traffic and Transportation Engineer Mr. S. Taylor, Director of Budgets Mrs. B. Garinther, Senior Financial Analyst Mrs. C. Dodds, Committee Co-ordinator

MATTERS CONSIDERED

1. Report dated November 17, 1981, from McCormick, Rankin and Associates in association with Mr. D. Whitehead, prepared pursuant to a recommendation adopted by Council on June 5, 1981, that this Firm carry out Phase 1 and 2 of the Computerized Traffic Signal Study as indicated in the Terms of Reference which were dated April 30, 1981, and as submitted in their proposal at an upset limit of $32,000.00.

ITEM 1 CONTINUED...

Mr. Bob Blay of McCormick Rankin & Associates attended the meeting and reviewed the Computerized Traffic Control Study with the Committee. The Study reviewed the existing traffic control system and included an evaluation of the condition of equipment, an evaluation of a sample group of intersections and an evaluation of current maintenance. In this connection, Mr. Blay recommended a full review of timing at all intersections, a periodic check of the mechanical equipment, the re-lamping of the amber lights biennially rather than annually, a visual review of all lights following storms and daily telephone and weekly written reporting of all emergency service.

In evaluating computerized traffic control, the report recommended two separate computer systems, one located in Mississauga and to control 100% of all traffic control signals in Mississauga and the other to control 75% of the traffic control signals in Brampton.

Based on current growth projections in Mississauga, by the year 1985, it was estimated that this would involve 186, 115 and 46 traffic lights under the jurisdiction of Mississauga, Peel and the Ministry of Transportation and Communications respectively. The report recommended that the traffic signal computer system should be based on the Ministry's Muinicipal Traffic Control System (MTCS) which would allow interfacing with Metro Toronto and other traffic computers and that the communication system should be based on rented Bell Canada lines.

The estimated total cost of $3,500,000 was shown as being shared $1,876,000 by Mississauga, $1,1259,000 by the Region of Peel and $465,000 by M.T.C., with both Mississauga's and the Region of Peel's portions likely being eligible for 50% subsidy. The estimated cost included a display map showing the phasing of all traffic lights for monitoring at City Hall. The annual operating costs, estimated in 1981 dollars, were between $218,000 and $317,000.

Based on immediate adoption, the implementation schedule indicated that tenders could be called and the contract awarded by November, 1982. Allowing six months for the manufacture of the equipment, the expected installation period of one year could commence by July, 1983.

The suggested benefits of computerized traffic control signals were reduced accidents, reduced congestion and delay, fewer stops, reduced fuel consumption, higher travelling speeds, accurate data on traffic volumes, more responsive and better organized treatment of traffic and the 24-hour recording of equipment operation, including failure analysis.

ITEM 1 CONTINUED...

The Committee also considered the report from the Commissioner of Engineering and Works dated November 10, 1981, which included his own comments and recommendation on the Computerized Traffic Control Study and which included a summary of the capital costs involved up to 1984. This estimated the City of Mississauga's share at $1,390,000 excluding subsidies and excluding engineering costs and advised that $1,500,000 was presently allocated in the City of Mississauga's 5-year Capital Budget for the implementation of this work.

During the discussion it was pointed out that with computerized traffic control signals, traffic lights into industrial areas could be changed to flashing red and amber lights at off-peak times, that the efficiency of existing roads could be improved 30 to 50% thereby delaying road widenings and improvements, fewer traffic delays to the Mississauga Transit system, and that the increased efficiency of the major arteries would discourage motorists from taking short cuts through residential areas to avoid traffic delays.

Councillor Culham reminded the Committee that consideration be given to the cost savings involved in not providing road widenings and new roads currently estimated at $1,200,000 a mile.

It was recommended by Mr. Newell that the recommendation contained in the report from the Commissioner of Engineering and Works be adopted with the amendment that the invitation for proposals for Phase III of the Study should not be subject to the approval of the M.T.C. This motion carried unanimously.

Due to the urgency to submit the report to the Region of Peel's Public Works Committee, it was agreed that the Council of the City of Mississauga consider this Committee's recommendations at the earliest opportunity.

File: F.06.02.01 See Recommendation #54 (J. Newell)

2. Report dated November 2, 1981, from the Commissioner of Engineering and Works regarding a new M.T.C. Traffic Signal Warrant. Mr. Taylor advised that as a result of a Committee Review made up of Traffic Engineering staff from across Ontario and M.T.C. Officials, the M.T.C. had revised the Traffic Signal Warrant and sent copies of same to all municipalities advising that this warrant would be

ITEM 2 CONTINUED...

effective January 1, 1982. Mr. Taylor reviewed and commented on the new warrant, outlined the implications it would have and recommended:

(a) That the Council of the City of Mississauga express to the Minister of Transportation and Communications their objection to the new signal warrants in that the new warrants do not adequately reflect sufficient weighting for rush hour traffic in urban centres.

(b) That the Ministry of Tranpsortation and Communications be requested to adjust the warrant so as to reflect rush hour traffic in urban areas and the weighting of peak hours vs off-peak hours.

(c) That the MEA-MTC Advisory Committee be advised of the City of Mississauga's concerns.

(d) That the Minister of Transportation and Communications be requested to defer the implementation of the new warrant system until January 1, 1983, in order that a full review can take place on the new standards with the affected Municipalities.

Councillor Cook recommended adoption of Mr. Taylor's report.

Files: A.02.03.02 See Recommendation #55 (D. Cook)
J.05.81151

APPROVED

3. Letter dated October 1, 1981, from Mr. Prabhat K. Kar, member of the Public Works Committee, along with a letter dated October 26, 1981, from Councillor D. Culham. In his letter, Mr. Kar apologized for not attending the meetings and advised that since his appointment to the Committee, his work had taken him out-of-town and he had been unable to attend the meetings on a regular basis. However, he anticipated that he would be returning home in the latter part of November and expected to be able to attend the December meeting.

File: A.03.04.06.01 See Recommendation #56 (J. Newell)

RECEIVED

4. Letter dated November 11, 1981, from Mr. G. M. Parke, Executive Director of Public and Regulatory Affairs of the Ontario Trucking Association, with respect to the Region of Peel Truck Route Network Study, 1981. In his letter, Mr. Parke advised that his Association had reviewed the Study and they did not wish to raise any objections to the proposed amendments.

It was moved by Councillor Cook that the letter dated November 11, 1981, from Mr. Parke, advising that his Association has reviewed the amendments adopted by Council on October 13, 1981, and did not wish to raise any objections, be received and that a copy be forwarded to the Region of Peel for their information.

File: A.02.04.06 See Recommendation #57 (D. Cook)

RECEIVED

5. Summary of Unfinished Business relating to the Public Works Committee as of November 17, 1981.

Councillor Cook advised that the traffic signals at Cawthra and Arbor Roads were being handled by the Region of Peel. It was agreed that Request for Report 226-81 in this regard should, therefore, be deleted. Request for Report 255-81 regarding the traffic warrants was also deleted from the Summary in view of the report dated November 2, 1981, from the Commissioner of Engineering and Works, dealt with under Item 2 of the agenda. It was moved by Mr. Newell that the Summary of Unfinished Business be received with the noted deletions.

File: A.03.04.06 See Recommendation #58 (J. Newell)

RECEIVED

RECOMMENDATIONS: As per Report No. 9-81

ADJOURNMENT: 11:30 a.m.

Christine Dodds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE

NOVEMBER 19, 1981
FILE: A.03.04.06

REPORT NO. 9-81

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its ninth report and recommends:

54. (a) That the report of McCormick, Rankin & Associates, in association with Mr. D. Whitehead, dated November 10, 1981, regarding the Computerized Traffic Control System Study, be accepted in principle, to be used as the basis for the detailed design, preparation of plans, specifications, and tender documents, for a computerized traffic control system for all traffic signals in the City of Mississauga.

dealt with by Res. #642 Council of Nov. 26/81

(b) That the Ministry of Transportation and Communications be requested to advise that a Supplementary Subsidy will be available to the City of Mississauga and the Region of Peel for their portion of the computerized traffic control signal network, and that the M.T.C. is agreeable to paying its share of the cost for any M.T.C. signals that are connected to the computerized system.

(c) That the Region of Peel be requested to confirm that it is prepared to participate financially and contribute in proportion to the number of Regional signals which are connected to the City of Mississauga's computerized traffic signal system.

(d) That proposals be invited for Phase III of the Computerized Traffic Signal Study from:

McCormick, Rankin & Associates, in association with Mr. D. Whitehead

Delcan (Deleuw Cather Canada Ltd.)

Marshall, Macklin Monaghan

M. M. Dillon

(i) to prepare a detailed system design, prepare plans, specifications, and tender documents under the direction of the Technical Steering Committee;

ITEM 54 CONTINUED...

(ii) conduct a comprehensive traffic signal timing and phasing study for all the traffic signals within the limits of the City of Mississauga;

(iii) supervise the tendering and installation of the central computerized system.

(e) That the Region of Peel be requested to contribute towards the engineering cost for Phase III in proportion to the number of signals they have in the system.

(f) That a report be prepared by the Engineering and Works Department staff recommending how the annual operating cost for the computerized traffic signal network in the City of Mississauga will be shared between the City of Mississauga, the Regional Municipality of Peel, and the Ministry of Transportation and Communications.

(38-54-81) F.06.02.01

55. (a) That the City of Mississauga express to the Minister of Transportation and Communications its objection to the new traffic signal warrants in that the new warrants do not adequately reflect sufficient weighting for rush hour traffic in urban centres.

(b) That the Ministry of Transportation and Communications be requested to adjust the warrant to reflect rush hour traffic in urban areas and the weighting of peak hours vs off-peak hours.

(c) That the Municipal Engineers' Association - Ministry of Transportation and Communications (MEA-MTC) Advisory Committee be advised of the City of Mississauga's concerns.

(d) That the Minister of Transportation and Communications be requested to defer the implementation of the new warrant system until January 1, 1983, in order that a full review can take place on the new standards with the affected Municipalities.

(38-55-81) A.02.03.02
J.05.81151

P.K. Kar cc W.P. Taylor 56. Councillor Carlson

That the letter dated October 1, 1981, from Mr. Prabhat K. Kar, member of the Public Works Committee, apologizing for being absent from the Public Works Committee meetings since July, 1981, be received.

(38-56-81) A.03.04.06.01

P.M. Parke 57. cc W.P. Taylor K. Butler, Reg. Clerk

(a) That the letter dated November 11, 1981, from Mr. G. M. Parke, Executive Director of Public and Regulatory Affairs of the Ontario Trucking Association, advising that his Association does not wish to object to the amendments to the Region of Peel Truck Route Network Study, 1981, which were adopted by Council on October 13, 1981, be received.

(b) That a copy of the letter dated November 11, 1981, from the Ontario Trucking Association be forwarded to the Region of Peel for their information.

(38-57-81) A.02.04.06

58. W.P. Taylor cc L. Reding

(a) That Request for Report No. 226-81, regarding Traffic Signals at Cawthra and Arbor Roads and Request for Report No. 255-81, regarding Warrants for Traffic Signals in the City of Mississauga, be deleted from the Summary of Unfinished Business relating to the Public Works Committee.

(b) That the Summary of Unfinished Business relating to the Public Works Committee as of November 17, 1981, as revised, be received.

(38-58-81) A.03.04.06

City of Mississauga

MEMORANDUM

To Christine Dodds — From Linda Mailer

Dept. Clerk's — Dept. Clerk's

October 14, 1981

Re: Report 6-81
Public Works Committee
File: A.03.04.06

General Committee at its meeting on Wednesday, October 7, 1981, considered the above noted report and recommended the following:

Item #43 - Deleted and amended to read as follows:

'That the Budget Sub-committee of the Region of Peel Police Commission be advised of the concern of the City of Mississauga with respect to the need for increased radar surveillance on the roads in the City of Mississauga.'

Item #45 - Amended by the addition of the following clauses:

'The existing restrictions on Goreway Drive from Brandon Gate to the northern limits of the City of Mississauga remain in effect.'

'That the existing truck traffic prohibition on Darcel Avenue in the City of Mississauga remain in effect.'

(b) That the City of Mississauga advise the Region of Peel of its commitment to implement the night time restriction from 7:00 p.m. to 7:00 a.m. on Cawthra Road from Dundas Street to Burnhamthorpe Road.

Item #46 - Deleted and replaced by the following:

(a) That the letter dated August 25, 1981, from Hydro Mississauga and the letters dated June 23rd and August 26th, 1981, from Consumers' Gas, be received.

(b) That Hydro Mississauga be requested to provide individual metering for newly constructed condominiums and/or apartment buildings.

/continued.....

Item #47 - Part (a) was amended so that the recommendation reads as follows:

'(a) That it be the City of Mississauga's policy to construct concrete sidewalks along all major City roads where there is adjacent development and further that all site plans and engineering agreements dealing with Regional Roads require that the Developr pay the costs of constructing sidewalks adjacent to these roads.

Item #47 - Amended by the addition of Part (d) as follows:

'(d) That the Commissioner of Engineering and Works prepare a report for the consideration of the Public Works Committee with respect to the timing of the construction of sidewalks along all major City roads and Regional roads where there is adjacent development and the policy of the Ministry of Transportation and Communications with respect to the provision of sidewalks at clover-leafs.

Item #48 - Part (b) was amended by the addition of "except in non developed areas where cutting should only be done to provide site lines for motorists", so that the motion, as amended, reads as follows:

'(b) That the Region of Peel be requested to continue grass cutting on Regional roads in the City of Mississauga in 1982 at the same level as provided in 1981, except in non developed areas where cutting should only be done to provide site lines for motorists.

Item #49 - Part (a) was deleted, so that the motion, as amended reads as follows:

'That the Notice of Violation, attached to the report dated September 22, 1981, from the Commissioner of Engineering and Works, with respect to Garbage, be approved for issuance to residents in the City of Mississauga.'

The Report, as amended, was adopted by Council at its meeting on Tuesday, October 13, 1981.

L. Mailer

Linda Mailer
Committee Coordinator

/l

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, NOVEMBER 19, 1981 AT 9:30 A.M.

COMMITTEE ROOM 'A'

MEMBERS: Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Mr. P. K. Kar

PREPARED BY: Clerk's Department
DATE: November 17, 1981

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, NOVEMBER 19,1981

A. DEPUTATION: Mr. R. Blay, McCormick, Rankin and Associates
Re Item 1

ITEM #	FILE #	SUBJECT
1.	F.06.02.01	Computerized Traffic Signal Study
2.	A.02.03.02 J.05.81151	New M.T.C. Traffic Signal Warrant
3.	A.03.04.06.01	Mr. P. K. Kar - Attendance at Public Works Committee Meetings
4.	A.02.04.06	Region of Peel Truck Route Network Study, 1981
5.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, NOVEMBER 19,1981
COMMITTEE ROOM 'A' AT 9:30 A.M.

A G E N D A

A. DEPUTATION

Mr. R. Blay, McCormick, Rankin and Associates
Re: Item 1

File: F.06.02.01

MATTERS FOR CONSIDERATION

1. At its meeting of June 5, 1981, Council adopted the following recommendation:

> "That McCormick, Rankin & Associates, in association with Mr. Douglas Whitehead, be retained to carry out Phase 1 and Phase 2 of the Computerized Traffic Signal Study as indicated in the Terms of Reference which were dated April 30, 1981, and as submitted in their proposal at an upset limit of $32,000.00."

Pursuant to this recommendation, the study was initiated and attached to the agenda is a report from the Commissioner of Engineering and Works dated November 10, 1981, regarding the final draft of the report prepared by McCormick, Rankin & Associates. A copy of the report from McCormick, Rankin & Associates is being circulated to Members of the Public Works Committee and Council only. In his report, Mr. Taylor reviews the final draft of the report prepared by McCormick, Rankin & Associates, details his own comments and recommends:

(a) That the report of McCormick, Rankin & Associates, in association with Mr. D. Whitehead, dated November 10, 1981, be accepted in principle, to be used as the basis for the detailed design, preparation of plans, specifications, and tender documents, for a computerized traffic control system for all traffic signals in the City of Mississauga.

(b) That the Ministry of Transportation and Communications be requested to advise that a Supplementary Subsidy will be available to the City of Mississauga and the Region of Peel for their portion of the computerized traffic control signal network, and that the M.T.C. is agreeable to paying its share of the cost for any M.T.C. signals that are connected to the computerized system.

(c) That the Region of Peel be requested to confirm that it is prepared to participate financially and contribute in proportion to the number of Regional signals which are connected to the City of Mississauga's computerized traffic signal system.

(d) That subject to the approval of the M.T.C., proposals be invited for Phase III of the Study from:

McCormick, Rankin & Associates, in association with Mr. D. Whitehead

Delcan (Deleuw Cather Canada Ltd.)

Marshall, Macklin Monaghan

M. M. Dillon

(i) to prepare a detailed system design, prepare plans, specifications, and tender documents under the direction of the Technical Steering Committee;

(ii) conduct a comprehensive traffic signal timing and phasing study for all the traffic signals within the limits of the City of Mississauga;

(iii) supervise the tendering and installation of the central computerized system.

(e) That the Region of Peel be requested to contribute towards the engineering cost for Phase III in proportion to the number of signals they have in the system.

(f) That a report be prepared by the staff of the City of Mississauga recommending how the annual operating cost for the computerized traffic signal network in the City of Mississauga will be shared between the City of Mississauga, the Regional Municipality of Peel, and the Ministry of Transportation and Communications.

It is anticipated that Mr. R. Blay of McCormick, Rankin and Associates, will be attending the meeting in this regard.

File: F.06.02.01

RECOMMEND ADOPTION

2. Report dated November 2, 1981, from the Commissioner of Engineering and Works regarding a new M.T.C. Traffic Signal Warrant. Mr. Taylor advises that as a result of a Committee Review made up of Traffic Engineering staff from across Ontario and M.T.C. Officials, the M.T.C. has revised the Traffic Signal Warrant and sent copies of same to all municipalities advising that this warrant will be effective January 1, 1982. Mr. Taylor reviews and comments on the new warrant, outlines the implications it will have and recommends:

(a) That the Council of the City of Mississauga express to the Minister of Transportation and Communications their objection to the new signal warrants in that the new warrants do not adequately reflect sufficient weighting for rush hour traffic in urban centres.

(b) That the Ministry of Tranpsortation and Communications be requested to adjust the warrant so as to reflect rush hour traffic in urban areas and the weighting of peak hours vs off-peak hours.

(c) That the MEA-MTC Advisory Committee be advised of the City of Mississauga's concerns.

(d) That the Minister of Transportation and Communications be requested to defer the implementation of the new warrant system until January 1, 1983, in order that a full review can take place on the new standards with the affected Municipalities.

Files: A.02.03.02
J.05.81151

RECOMMEND ADOPTION

3. Letter dated October 1, 1981, from Mr. Prabhat K. Kar, member of the Public Works Committee, along with a letter dated October 26, 1981, from Councillor D. Culham. In his letter, Mr. Kar apologizes for not being able to attend the meetings and advises that since his appointment to the Committee, his work has taken him out-of-town and he has been unable to attend the meetings on a regular basis. However, he anticipates that he will be returning home in the latter part of November and expects to be able to attend the December meeting.

File: A.03.04.06.01

RECOMMEND RECEIPT

4. Letter dated November 11, 1981, from Mr. G. M. Parke, Executive Director of Public and Regulatory Affairs of the Ontario Trucking Association, with respect to the Region of Peel Truck Route Network Study, 1981. In his letter, Mr. Parke advises that his Association has reviewed the Study and that they do not wish to raise any objections to the proposed amendments.

File: A.02.04.06

RECOMMEND RECEIPT

5. Summary of Unfinished Business relating to the Public Works Committee as of November 17, 1981.

File: A.03.04.06

RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

FILE: 11 141 00039
11 141 00041

To Chairman and Members of the
Dept. Public Works Committee

From William P. Taylor, P.Eng.
Dept. Engineering and Works

November 10, 1981

SUBJECT: Computerized Traffic Signal Study.

ORIGIN: Engineering and Works Department.

COMMENTS: Council, at its meeting of June 5, 1981, adopted the following recommendation:

RECEIVED
REGISTRY No. 19800.
DATE NOV 16 1981
FILE No. F 06 2 -1
CLERK'S DEPARTMENT

"That McCormick, Rankin & Associates, in association with Mr. Douglas Whitehead, be retained to carry out Phase 1 and Phase 2 of the Computerized Traffic Signal Study as indicated in the Terms of Reference which were dated April 30, 1981, and as submitted in their proposal at an upset limit of $32,000.00."

Pursuant to this recommendation, the study was initiated. A total of four meetings were held between the consultants and the full Technical Steering Committee, which was made up of representatives of the City of Mississauga, the City of Brampton, the Regional Municipality of Peel, and the Ministry of Transportation and Communications. Additional meetings were held between the consultants and the Traffic Engineering staff of the participating authorities.

Attached is the final draft of the report prepared by McCormick, Rankin & Associates, in association with D. Whitehead.

Briefly, the consultants recommend that two separate computer systems be used to control the traffic signals in Mississauga and Brampton. One central computer would be located in the City of Mississauga and would control the traffic signals within the boundaries of the City of Mississauga. A second, separate control computer system would be installed in the City of Brampton should they decide to proceed with the computerized control of traffic signals.

continued....

1.a

COMMENTS:
(continued)

The capital cost of the installation of a central computer for the control of the existing traffic signals, plus the costs to connect new signals installed in the next five years within the City of Mississauga is $3,500,000.00. This figure includes estimates of all necessary equipment and construction costs as well as an estimate of the necessary consulting fees for the detailed design, preparation of plans, specifications, tenders, as well as system installation supervision in 1981 dollars. Also included in this figure is the estimated cost for doing a comprehensive traffic signal timing and phasing study.

The estimated City of Mississauga share of the total cost is $1,876.000.00, with the Region of Peel and the Ministry of Transportation and Communication's shares being $1,159,000.00 and $465,000.00 respectively. As indicated previously this estimate is based on the projected number of traffic signals anticipated to be in place within a five-year period. The actual number of traffic signals installed over the five-year period may vary depending on economic conditions. There is presently $1,500,000.00 allocated in the City of Mississauga's 5-Year Capital Budget for the implementation of this work.

In order that the maximum benefit from a computerized traffic signal system is obtained, it is essential that all traffic signals in the City of Mississauga be controlled by a single computer, regardless of the existing jurisdiction of the traffic signals. It is, therefore, essential that the M.T.C. traffic signals and the Region of Peel traffic signals be placed under the control of the central computer in the City of Mississauga. With the implementation of the computerized traffic signal system, it is felt that the planning, financing and installation of any new traffic signals would remain the responsibility of the applicable road authority. The new installations would, of course, be designed and constructed so that they would be connected to the system.

continued....

COMMENTS:
(continued)

The overall system requirements would take priority as the traffic control in an area has to be co-ordinated independent of jurisdiction. The ultimate operation and input to the system would rest with the City of Mississauga; however, the Region of Peel would be provided at the Region's office with the terminal facilities which will be designed to provide the Region with information regarding system status, timing and phasing data, together with a record of any system malfunctions. Ajustments to the system will be required from time to time and any phasing changes (i.e. addition of advance green), or signal timing changes, would be implemented in accordance with the overall operation of the entire system, and after review by a Technical Operations Committee composed of staff from the City, the Region of Peel and, where required, the M.T.C.

The attached report from McCormick, Rankin & Associates summarizes the results for Phases I and II of the study. It is recommended that the City of Mississauga proceed with Phase III of the study which would include the detailed design of the system, preparation of plans, specifications, and tender documents, for the recommended system in the City of Mississauga, including the system installation and contract supervision, and a detailed traffic signal timing and phasing study.

While the City of Mississauga paid the full costs of Phases I and II, it is recommended that the Region of Peel and the M.T.C. pay their share of the Phase III study costs in proportion to the number of traffic signals under their respective jurisdictions.

It has been the intent of the City of Mississauga in embarking on this study for the computerization of traffic signals, to proceed with this program as expeditiously as possible. The recommendations which follow have been made on this assumption, and, if adopted by Committee and Council would mean that the City of Mississauga will proceed with a computerized traffic signal system, in conjunction with the Region of Peel and the M.T.C. independent of the City of Brampton. The City

continued...

1.C

COMMENTS:-
(continued) of Brampton has, as of this date, not indicated that they wish to install a computerized traffic signal system, nor have they made any arrangements for the financing of same.

However, should the City of Brampton decide to proceed subsequent to this date to embark on a computerized traffic signal system the Terms of Reference for Phase III will be so worded to permit this option, providing Brampton decides prior to February 1, 1982. This date has been chosen on the premise that the City of Brampton and the Region of Peel's Capital Budgets will be confirmed as of that date.

RECOMMENDATIONS: 1) That the report of McCormick, Rankin & Associates in association with Mr. D. Whitehead, dated November 10, 1981, be accepted in principle, to be used as the basis for the detailed design, preparation of plans, specifications, and tender documents, for a computerized traffic control system for all traffic signals in the City of Mississauga.

2) That the M.T.C. be requested to advise that a Supplementary Subsidy will be available to the City of Mississauga and the Region of Peel for their portion of the computerized traffic control signal network, and that the M.T.C. is agreeable to paying its share of the cost for any M.T.C. signals that are connected to the computerized system.

3) That the Region of Peel be requested to confirm that it is prepared to participate financially and contribute in proportion to the number of Regional signals which are connected to the City of Mississauga's computerized traffic signal system.

4) That subject to the approval of the M.T.C. proposals be invited for Phase III of the Study from:-

McCormick, Rankin & Associates,
in association with Mr.D. Whitehead

Delcan (Deleuw Cather Canada Ltd.)

Marshall, Macklin Monaghan

M. M. Dillon

RECOMMENDATIONS:

(continued)

4) a) to prepare a detailed system design, prepare plans, specifications, and tender documents under the direction of the Technical Steering Committee;

b) conduct a comprehensive traffic signal timing and phasing study for all the traffic signals within the limits of the City of Mississauga;

c) supervise the tendering and installation of the central computerized system.

5) That the Region of Peel contribute towards the engineering cost for Phase III in proportion to the number of signals they have in the system.

6) That a report be prepared by staff recommending how the annual operating cost for the computerized traffic signal network in the City of Mississauga will be shared between the City, the Regional Municipality of Peel, and the Ministry of Transportation and Communications.

William P. Taylor

William P. Taylor, P. Eng.
Commissioner.

WPT.mh

c.c. E. M. Halliday

att.

1.e

ENGINEERING SERVICES COSTS

CONSULTANTS :	1 - 3 year period to end of 1984	
Timing and Phasing Study		$ 50,000
Preliminary Intersection work		$ 25,000
Specifications Preparation		$ 75,000
Supervision of Installation ($50,000 per year)		$100,000
Contingency		$ 30,000
		$280,000
Staff time - 1982 - $25,000	)	
1983 - $55,000	)	
1984 - $55,000	)	$135,000
1985, 1986		
Consultants		$ 60,000
Staff time (2 years at $55,000)		$110,000
		$170,000
TOTAL 5 YEAR ENGINEERING AND CITY STAFF		$585,000
ROUNDED TO :		$600,000

CITY OF MISSISSAUGA
COMPUTERIZED TRAFFIC CONTROL SYSTEM STUDY

SUMMARY OF CAPITAL COSTS (EXCLUDING ENGINEERING)

	System Costs incl. existing traffic signals and traffic signals installed in 1982 (approximately 239)	Cost to connect projected traffic signals to be installed in 1983 & 1984 (approximately 52)	5 year Capital Costs based on 5 year projection of traffic signals (approximately 56)	TOTAL 5 year Capital Costs
Computer and Accessories				
Computer, Map and Test equipment	$400,000			$400,000
Communication Equipment				$800,000
Master Communications	$103,000			
Local Communications (CICU's)	$475,000	$103,000	$119,000	
Traffic Signal Controllers	$171,000			$275,000
and Detectors	$104,000			
Electrical Field Work				$450,000
Communications Installations (CICU)	$232,000	$ 56,000	$ 60,000	
Controller Installation	$ 51,000			
Controller relocation and other related work	$ 51,000			
Field Construction				$750,000
Telephone Construction	$231,000	$ 55,000	$ 60,000	
Detector Installation	$404,000			
Software and Related Services	$225,000			$225,000
Sub Total	$2,447,000	$214,000	$239,000	$2,900,000
Total Projected contract cost to end of 1984	$2,661,000 **			
** City of Mississauga's share ..... (based on ratio of projected number of traffic signals to 1984 or 52% City of Mississauga)	$1,390,000			

2.

City of Mississauga

MEMORANDUM

FILE REF : 13 211 00208
11 141 00039
22 121 00002

To The Chairman and Members of Public Works Committee

From William P. Taylor, P.Eng., Commissioner

Dept. City of Mississauga

Dept. Engineering and Works

November 2, 1981

LADIES & GENTLEMEN :

SUBJECT : New M.T.C. Traffic Signal Warrant.

ORIGIN : Engineering and Works Department.

COMMENTS : As a result of a Committee Review made up of Traffic Engineering staff from across Ontario and M.T.C. officials, the M.T.C. has revised the Traffic Signal Warrant and sent copies of same to all municipalities advising that this warrant will be effective January 1, 1982. The Engineering Department has reviewed the new warrant and wishes to comment on it and advise the Committee of the implications it will have.

RECEIVED
REGISTRY No. 1947/
DATE NOV 6 1981
FILE No. A 02 03 02.
T 05 81151
CLERK'S DEPARTMENT

First, let me state that the M.T.C. will grant legal approval for signal installations provided they receive proper DB-4 plans which show the signal installations meeting the requirements of the Highway Traffic Act, as in the past.

The M.T.C. will further grant subsidy approval if the locations meet the volume requirements of the Traffic Signal Warrant. This subsidy to municipalities is 50% of the total cost of the installation. It is this volume warrant which has been amended and the overall effect by altering this method of calculating the warrant, will make it more stringent and difficult for warrants to be met for subsidy purposes. All signals installed and paid for by the City in the past have met the warrant and the City has received subsidy, except for one signal installed at Dundas Street and Coram Avenue a number of years ago. It has been an accepted procedure not to install signals until warrants are met.

In view of the fact that the warrant has been changed and the M.T.C. has acknowledged that it will be more difficult for the new warrant to be met for subsidy purposes,

continued ..

2.a

SUBJECT : New M.T.C. Traffic Signal Warrant.

COMMENTS :
continued ...

the Engineering Department has conducted a review of the last ten signal installations to perform a comparative analysis of the new and old warrant. The results of that review indicate that only three out of the ten locations would have been warranted by applying the new standard. The M.T.C. has indicated that their review approximates that seven of ten, or 70%, of the intersections which have been submitted to them meet the new warrant and would have been eligible for subsidy. Appendix "A" shows the comparative values for the old and new warrants for the ten intersections we reviewed.

I would point out for your information that the lowest value of the two in warrant 1 and warrant 2, governs for that section. If the lowest value in either warrant 1 or 2 is 100% or more, the signals are warranted. If the lowest values in both sections are at least 80% or more, a combination warrant is met and signals are warranted.

Thirdly, if the lowest values in both sections are below 80%, or if only one is 80% or more, warrants are not fulfilled.

We have been advised by the M.T.C. in preliminary meetings with them to discuss this new warrant, that some municipalities have expressed a concern to them that the old warrant was too lenient, and they were being put under pressure from citizens to install signals as soon as warrants were met, where in most cases the installations could have been forestalled because traffic problems were minimal. However, it is felt that the new warrant does not give adequate consideration to the problems experienced by motorists in large urban areas especially during the four or six peak hours of the day. More weight or consideration should be given to those peak hours in the working out of the warrant values.

Warrants in fact could be met for the four peak hours of the day and due to the volume serious hazards presented, but due to the equal weight given to the low off peak hours, the overall warrant may not be met. This could be particularly true for collector subdivision roadways intersecting with busy arterials where the collector carries minimal volumes in the off peak hours.

continued ...

2.6

SUBJECT : New M.T.C. Traffic Signal Warrant.

COMMENTS :
continued....

With respect to the current (or old) warrant, our experience is that it has not proven to be a problem in its application in the past, and the warrant values are realistic in assessing the need for traffic signals, especially in urban applications. When the warrant was met, observation and analysis on site revealed that traffic signals would improve the operation of the intersection and reduce hazards, When the warrants were not met, the intersection operated at a reasonable level of service and safety. In fact concern has been expressed that the current (or old) warrants are too stringent. It is our opinion that a system of warrants are required in order that this traffic control device is not indiscriminately used.

Based on our review, we feel it would be prudent for the City of Mississauga, through Council to express concern with the new warrant, and request the MTC to consider amending it to give more consideration to the peaking of traffic volumes especially in urban areas. Staff has also other suggestions to modify the warrants and we would suggest that Council request MTC officials meet with City staff to review our concerns and suggestions.

We should advise that MTC's evaluation was based on a sample of 100 intersections, however we feel that the new warrants are in fact, harder to satisfy than indicated by their sampling.

RECOMMENDATIONS :

1. That the Council of the City of Mississauga express to the Minister of Transportation and Communications their objection to the new signal warrants in that the new warrants do not adequately reflect sufficient weighting for rush hour traffic in urban centres.

2. That the Ministry of Transportation and Communications be requested to adjust the warrant so as to reflect rush hour traffic in urban areas and the weighting of peak hours vs off-peak hours.

continued..

2.c

SUBJECT : New M.T.C. Traffic Signal Warrant.

RECOMMENDATIONS :
continued...

3. That the MEA - MTC Advisory Committee be advised of the City of Mississauga's concerns.

4. That the Minister of Transportation and Communications be requested to defer the implementation of the new warrant system until January 1, 1983 in order that a full review can take place on the new standards with the affected Municipalities.

AEM:dw
Attach.

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday

2.d

APPENDIX "A"

Location	Old Warrant				Signals Warranted	New Warrant				Signals Warranted
	Section 1		Section 2			Section 1		Section 2		
	A	B	A	B		A	B	A	B	
Rathburn - Tomken	133	104	113	156	YES	95	85	90	100	YES
Rena - Torbram	121	113	99	179	YES	95	93	89	100	YES
Dundas - Woodchester	155	152	127	157	YES	91	87	85	84	YES
Tomken - Flagship	105	80	90	230	YES	86	74	81	90	NO
Mavis - Paisley	94	86	80	176	YES	81	79	73	100	NO
Eglinton - Fieldgate	149	86	132	101	YES	90	58	87	65	NO
Tomken - Matheson	116	184	81	307	YES	82	98	69	100	NO
Britannia - Tomken	124	88	107	150	YES	93	72	85	91	NO
Tomken - Kamato	102	140	76	239	YES	84	92	70	100	NO
Tomken - Runningbrook	98	93	80	123	YES	83	80	74	92	NO

NOTE : Underlined values govern for that section

RETYPED FOR REASONS OF ILLEGIBILITY/PJ

3.

Prabhat K. Kar
3514 Ash Row Cres.
Mississauga, Ont. L5L 1K4

Oct. 1, 1981

Councillor D. Culham, Chairman
Public Works Committee
City of Mississauga
1 City Centre Dr.
Mississauga, Ont. L5B 1M2

Dear Mr. Culham

Sub: Citizens Appointment to the Public Works Committee

Since my appointment to the above Committee in June, my work-scope at Ontario Hydro has changed dramatically. I have been temporarily assigned at Thunder Bay since mid-July, forcing me to miss most of the Committee meetings (in fact all since my first attendance in June).

This assignment at Thunder Bay was originally scheduled to be a short one and therefore I had informed the Clerk's Department that I will not be attending the July and possibly August meetings. I was scheduled to return back from Thunder Bay by end of August or first week of September.

However, in early September, the assignment was increased to at least until the end of October and possibly until the end of November (however, I have been assured that the end of November would definitely be the latest date I will be posted at Thunder Bay - returning to Toronto thereafter). But this means that I will be unable to attend any of the meetings until December.

I am writing this letter to express my regrets in not having to be able to attend the meetings and to apologise for the same. I would also like to request you to excuse me from future meetings at least until December. However, if this is not appropriate, and you would prefer to have another member take my place - please feel free to do so and treat this letter as my resignation from the Committee.

In closing, I would only like to add that I was looking forward to a useful contribution to the Committee work and am still interested in the Committee. Should an absence until December be acceptable to you, I would more than gladly remain a member of the Committee for the remainder of the term.

I would appreciate hearing of your decision. You may contact me at Thunder Bay if necessary at (807) 623-2771,ext. 431 or leave a message with my wife at 828-0308 or by mail at the address on top of the letter.

..../2

3. a

I am visiting Mississauga every 2nd weekend during my assignment at Thunder Bay and can get any messages left there at that time.

Thanking you, and hoping that the requested absence will be acceptable to you.

Yours sincerely,

"Prabhat K. Kar"

3.

Prablat K Kar
3574 Ash Row Cres
MISSISSAUGA ONT L5L 1K4

Oct 1, 1981

Councillor D Cullam, Chairman
Public Works Committee
City of Mississauga
1 City Centre Dr
Mississauga Ont L5B 1M2

RECEIVED
OCT 19 1981
COUNCILLORS

Dear Mr Cullam

Sub: Citizens Appointment to the public works committee.

Since my appointment to the above committee in June, my work-scope at Ontario Hydro has changed drastically. I have been temporarily assigned at Thunder Bay since mid-July, forcing me to miss most of the committee meetings (in fact all since my first attendance in June).

The assignment at Thunder Bay was originally scheduled to be short one and therefore I had informed the clerks department that I will not be attending the July and possibly August meetings. I was scheduled to return back from Thunder Bay by end of August or first week of September.

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3. a

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Thanking you, and hoping that the requested absence will be acceptable to you,

Yours sincerely.

Peter

CITY OF MISSISSAUGA

3.b

October 26, 1981

Mr. Prabhat K. Kar
3574 Ash Row Crescent
Mississauga, Ontario
L5L 1K4

RECEIVED
REGISTRY No. 19021
DATE OCT 27 1981
FILE No. A-03-04-06-01
PLANNING DEPARTMENT

Dear Mr. Prabhat Kar:

Thank you for your letter of October 1st. The circumstances are quite understandable.

In view of the late time of year, I would suggest that we not reappoint someone else and that we will expect you back in December.

Yours very truly,

David J. Culham
Councillor Ward 6.

DJC/br
cc: Public Works Committee

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 1M2
TELEPHONE (416) 279-7600

4.

Ontario Trucking Association

November 11, 1981

RECEIVED
REGISTRY No. 19822
DATE NOV 16 1981
FILE No. A-02.04.06
CLERKS DEPARTMENT

Mrs. Christine Dodds
Committee Co-ordinator
Office of the Clerk
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear Mrs. Dodds:

Thank you for your letter of October 16, 1981 in connection with the Truck Route Network Study 1981, Region of Peel.

It would appear that the proposed amendments to the report of the Public Works Committee will not seriously affect our people, therefore, we do not wish to raise any objections to them.

We appreciate your request for our comments to this matter.

Yours very truly,

G.M. Parke
Executive Director
Public and Regulatory Affairs

GMP/cmf

555 Dixon Road, Rexdale, Ontario M9W 1H8 Telephone (416) 247-7131
Affiliate Canadian Trucking Association

5.

PUBLIC WORKS COMMITTEE
DATE: NOV. 19/81

SUMMARY OF UNFINISHED BUSINESS

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb.19/81 Planning Committee Mar. 3/81 Council Mar.9/81	Jan. 20/82	4
141-81	Eng. & Works	Installation of Traffic Control Devices Unnecessary Stop Signs	Public Works of May 21/81	Nov. 19/81	3
168-81	Eng. & Works	Sod Damage to Boulevards	Public Works of June 18/81	Nov. 19/81	2
226-81	Eng. & Works	Traffic Signals at Cawthra and Arbor Roads	Council - Sept.14-81	Nov.20/81	0
230-81	Eng. & Works	2511 and 2717 Whaley Drive Frank & Michele Scappicio	Council - Ssept. 28/81	Nov. 19/81	0
240-81	Eng. & Works	Garbage Contractor not Distinguishing between Refuse for Recylcing and Refuse for Disposal	Public Works of Oct. 1/81	Nov. 19/81	0
241-81	Eng. & Works	Transportation of Hazardous Materials on Proposed Truck Routes	Public Works of Oct. 1/81	Nov 19/81	0
245-81	Eng. & Works	Road Signs Permitted or Not Permitted	Council - Oct. 13/81	Dec. 15/81	0
246-81	Eng. & Works	Sidewalk Installation on North Side of Burnhamthorpe Rd. Between Golden Orchard Dr. and Tomken Rd. (timing of construction of sidewalks along all major City roads and Regional roads)	Public Works - Oct. 1/81	Dec. 11/81	0
247-81	Eng. & Works	Use of YIELD Signs	Public Works of Oct. 1/81	Dec. 11/81	0
255-81	Eng. & Works	Warrants for Traffic Signals in the City of Mississauga	Dep. by Susan Bools, Chairman of Traffic Safety Council - Oct. 26/81		

CITY OF MISSISSAUGA

M I N U T E S

MEETING #9

NAME OF COMMITTEE:	PUBLIC WORKS
DATE OF MEETING:	Thursday, November 19, 1981
PLACE OF MEETING:	Committee Room 'A' at 9:30 a.m.
MEMBERS PRESENT:	Councillor D. Culham, Chairman Mr. J. Newell, Vice-Chairman Councillor D. Cook Councillor M. Marland (9:40 - 10:05)
MEMBERS ABSENT:	Mr. P. K. Kar (sent regrets)
DEPUTATION:	Mr. R. Blay, McCormick, Rankin and Associates - Re Item 1
ALSO PRESENT:	Mayor H. McCallion (9:40 - 10:00) (10:30 - 10:35) David Varraino, President of Student Council - Cawthra Park Secondary School - Mayor for a Day Councillor R. Skjarum (left 10:05) Councillor H. Kennedy (9:40 - 11:30) Councillor S. Mahoney (9:50 - 10:45)
STAFF PRESENT:	Mr. W. P. Taylor, Commissioner of Engineering and Works Mr. A. McDonald, Director, Maintenance Engineering Mr. J. Thomas, Traffic and Transportation Engineer Mr. S. Taylor, Director of Budgets Mrs. B. Garinther, Senior Financial Analyst Mrs. C. Dodds, Committee Co-ordinator

MATTERS CONSIDERED

1. Report dated November 17, 1981, from McCormick, Rankin and Associates in association with Mr. D. Whitehead, prepared pursuant to a recommendation adopted by Council on June 5, 1981, that this Firm carry out Phase 1 and 2 of the Computerized Traffic Signal Study as indicated in the Terms of Reference which were dated April 30, 1981, and as submitted in their proposal at an upset limit of $32,000.00.

ITEM 1 CONTINUED...

Mr. Bob Blay of McCormick Rankin & Associates attended the meeting and reviewed the Computerized Traffic Control Study with the Committee. The Study reviewed the existing traffic control system and included an evaluation of the condition of equipment, an evaluation of a sample group of intersections and an evaluation of current maintenance. In this connection, Mr. Blay recommended a full review of timing at all intersections, a periodic check of the mechanical equipment, the re-lamping of the amber lights biennially rather than annually, a visual review of all lights following storms and daily telephone and weekly written reporting of all emergency service.

In evaluating computerized traffic control, the report recommended two separate computer systems, one located in Mississauga and to control 100% of all traffic control signals in Mississauga and the other to control 75% of the traffic control signals in Brampton.

Based on current growth projections in Mississauga, by the year 1985, it was estimated that this would involve 186, 115 and 46 traffic lights under the jurisdiction of Mississauga, Peel and the Ministry of Transportation and Communications respectively. The report recommended that the traffic signal computer system should be based on the Ministry's Muinicipal Traffic Control System (MTCS) which would allow interfacing with Metro Toronto and other traffic computers and that the communication system should be based on rented Bell Canada lines.

The estimated total cost of $3,500,000 was shown as being shared $1,876,000 by Mississauga, $1,1259,000 by the Region of Peel and $465,000 by M.T.C., with both Mississauga's and the Region of Peel's portions likely being eligible for 50% subsidy. The estimated cost included a display map showing the phasing of all traffic lights for monitoring at City Hall. The annual operating costs, estimated in 1981 dollars, were between $218,000 and $317,000.

Based on immediate adoption, the implementation schedule indicated that tenders could be called and the contract awarded by November, 1982. Allowing six months for the manufacture of the equipment, the expected installation period of one year could commence by July, 1983.

The suggested benefits of computerized traffic control signals were reduced accidents, reduced congestion and delay, fewer stops, reduced fuel consumption, higher travelling speeds, accurate data on traffic volumes, more responsive and better organized treatment of traffic and the 24-hour recording of equipment operation, including failure analysis.

ITEM 1 CONTINUED...

The Committee also considered the report from the Commissioner of Engineering and Works dated November 10, 1981, which included his own comments and recommendation on the Computerized Traffic Control Study and which included a summary of the capital costs involved up to 1984. This estimated the City of Mississauga's share at $1,390,000 excluding subsidies and excluding engineering costs and advised that $1,500,000 was presently allocated in the City of Mississauga's 5-year Capital Budget for the implementation of this work.

During the discussion it was pointed out that with computerized traffic control signals, traffic lights into industrial areas could be changed to flashing red and amber lights at off-peak times, that the efficiency of existing roads could be improved 30 to 50% thereby delaying road widenings and improvements, fewer traffic delays to the Mississauga Transit system, and that the increased efficiency of the major arteries would discourage motorists from taking short cuts through residential areas to avoid traffic delays.

Councillor Culham reminded the Committee that consideration be given to the cost savings involved in not providing road widenings and new roads currently estimated at $1,200,000 a mile.

It was recommended by Mr. Newell that the recommendation contained in the report from the Commissioner of Engineering and Works be adopted with the amendment that the invitation for proposals for Phase III of the Study should not be subject to the approval of the M.T.C. This motion carried unanimously.

Due to the urgency to submit the report to the Region of Peel's Public Works Committee, it was agreed that the Council of the City of Mississauga consider this Committee's recommendations at the earliest opportunity.

File: F.06.02.01 See Recommendation #54 (J. Newell)

2. Report dated November 2, 1981, from the Commissioner of Engineering and Works regarding a new M.T.C. Traffic Signal Warrant. Mr. Taylor advised that as a result of a Committee Review made up of Traffic Engineering staff from across Ontario and M.T.C. Officials, the M.T.C. had revised the Traffic Signal Warrant and sent copies of same to all municipalities advising that this warrant would be

ITEM 2 CONTINUED...

effective January 1, 1982. Mr. Taylor reviewed and commented on the new warrant, outlined the implications it would have and recommended:

(a) That the Council of the City of Mississauga express to the Minister of Transportation and Communications their objection to the new signal warrants in that the new warrants do not adequately reflect sufficient weighting for rush hour traffic in urban centres.

(b) That the Ministry of Tranpsortation and Communications be requested to adjust the warrant so as to reflect rush hour traffic in urban areas and the weighting of peak hours vs off-peak hours.

(c) That the MEA-MTC Advisory Committee be advised of the City of Mississauga's concerns.

(d) That the Minister of Transportation and Communications be requested to defer the implementation of the new warrant system until January 1, 1983, in order that a full review can take place on the new standards with the affected Municipalities.

Councillor Cook recommended adoption of Mr. Taylor's report.

Files: A.02.03.02 See Recommendation #55 (D. Cook)
J.05.81151

APPROVED

3. Letter dated October 1, 1981, from Mr. Prabhat K. Kar, member of the Public Works Committee, along with a letter dated October 26, 1981, from Councillor D. Culham. In his letter, Mr. Kar apologized for not attending the meetings and advised that since his appointment to the Committee, his work had taken him out-of-town and he had been unable to attend the meetings on a regular basis. However, he anticipated that he would be returning home in the latter part of November and expected to be able to attend the December meeting.

File: A.03.04.06.01 See Recommendation #56 (J. Newell)

RECEIVED

4. Letter dated November 11, 1981, from Mr. G. M. Parke, Executive Director of Public and Regulatory Affairs of the Ontario Trucking Association, with respect to the Region of Peel Truck Route Network Study, 1981. In his letter, Mr. Parke advised that his Association had reviewed the Study and they did not wish to raise any objections to the proposed amendments.

It was moved by Councillor Cook that the letter dated November 11, 1981, from Mr. Parke, advising that his Association has reviewed the amendments adopted by Council on October 13, 1981, and did not wish to raise any objections, be received and that a copy be forwarded to the Region of Peel for their information.

File: A.02.04.06 See Recommendation #57 (D. Cook)

RECEIVED

5. Summary of Unfinished Business relating to the Public Works Committee as of November 17, 1981.

Councillor Cook advised that the traffic signals at Cawthra and Arbor Roads were being handled by the Region of Peel. It was agreed that Request for Report 226-81 in this regard should, therefore, be deleted. Request for Report 255-81 regarding the traffic warrants was also deleted from the Summary in view of the report dated November 2, 1981, from the Commissioner of Engineering and Works, dealt with under Item 2 of the agenda. It was moved by Mr. Newell that the Summary of Unfinished Business be received with the noted deletions.

File: A.03.04.06 See Recommendation #58 (J. Newell)

RECEIVED

RECOMMENDATIONS: As per Report No. 9-81

ADJOURNMENT: 11:30 a.m.

Christine Dodds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE

NOVEMBER 19, 1981
FILE: A.03.04.06

REPORT NO. 9-81

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its ninth report and recommends:

54. (a) That the report of McCormick, Rankin & Associates, in association with Mr. D. Whitehead, dated November 10, 1981, regarding the Computerized Traffic Control System Study, be accepted in principle, to be used as the basis for the detailed design, preparation of plans, specifications, and tender documents, for a computerized traffic control system for all traffic signals in the City of Mississauga.

(b) That the Ministry of Transportation and Communications be requested to advise that a Supplementary Subsidy will be available to the City of Mississauga and the Region of Peel for their portion of the computerized traffic control signal network, and that the M.T.C. is agreeable to paying its share of the cost for any M.T.C. signals that are connected to the computerized system.

(c) That the Region of Peel be requested to confirm that it is prepared to participate financially and contribute in proportion to the number of Regional signals which are connected to the City of Mississauga's computerized traffic signal system.

(d) That proposals be invited for Phase III of the Computerized Traffic Signal Study from:

McCormick, Rankin & Associates, in association with Mr. D. Whitehead

Delcan (Deleuw Cather Canada Ltd.)

Marshall, Macklin Monaghan

M. M. Dillon

(i) to prepare a detailed system design, prepare plans, specifications, and tender documents under the direction of the Technical Steering Committee;

ITEM 54 CONTINUED...

(ii) conduct a comprehensive traffic signal timing and phasing study for all the traffic signals within the limits of the City of Mississauga;

(iii) supervise the tendering and installation of the central computerized system.

(e) That the Region of Peel be requested to contribute towards the engineering cost for Phase III in proportion to the number of signals they have in the system.

(f) That a report be prepared by the Engineering and Works Department staff recommending how the annual operating cost for the computerized traffic signal network in the City of Mississauga will be shared between the City of Mississauga, the Regional Municipality of Peel, and the Ministry of Transportation and Communications.

(38-54-81) F.06.02.01

55. (a) That the City of Mississauga express to the Minister of Transportation and Communications its objection to the new traffic signal warrants in that the new warrants do not adequately reflect sufficient weighting for rush hour traffic in urban centres.

(b) That the Ministry of Transportation and Communications be requested to adjust the warrant to reflect rush hour traffic in urban areas and the weighting of peak hours vs off-peak hours.

(c) That the Municipal Engineers Association - Ministry of Transportation and Communications (MEA-MTC) Advisory Committee be advised of the City of Mississauga's concerns.

(d) That the Minister of Transportation and Communications be requested to defer the implementation of the new warrant system until January 1, 1983, in order that a full review can take place on the new standards with the affected Municipalities.

(38-55-81) A.02.03.02
J.05.81151

56. That the letter dated October 1, 1981, from Mr. Prabhat K. Kar, member of the Public Works Committee, apologizing for being absent from the Public Works Committee meetings since July, 1981, be received.

(38-56-81) A.03.04.06.01

57. (a) That the letter dated November 11, 1981, from Mr. G. M. Parke, Executive Director of Public and Regulatory Affairs of the Ontario Trucking Association, advising that his Association does not wish to object to the amendments to the Region of Peel Truck Route Network Study, 1981, which were adopted by Council on October 13, 1981, be received.

(b) That a copy of the letter dated November 11, 1981, from the Ontario Trucking Association be forwarded to the Region of Peel for their information.

(38-57-81) A.02.04.06

58. (a) That Request for Report No. 226-81, regarding Traffic Signals at Cawthra and Arbor Roads and Request for Report No. 255-81, regarding Warrants for Traffic Signals in the City of Mississauga, be deleted from the Summary of Unfinished Business relating to the Public Works Committee.

(b) That the Summary of Unfinished Business relating to the Public Works Committee as of November 17, 1981, as revised, be received.

(38-58-81) A.03.04.06

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

FRIDAY, DECEMBER 11, 1981 AT 9:30 A.M.

COUNCIL CHAMBERS

MEMBERS: Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Mr. P. K. Kar

PREPARED BY: Clerk's Department
DATE: December 7, 1981

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, DECEMBER 11,1981

ITEM #	FILE #	SUBJECT
1.	F.06.01.01	Road Signs Permitted or Not Permitted
2.	F.06.04.02	On-Street Parking
3.	F. 06.03.03	Criteria to be Used When Evaluating Requests for Installation of Sidewalks
4.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

FRIDAY, DECEMBER 11,1981
COUNCIL CHAMBERS AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION

1. Report dated November 27, 1981, from the Commissioner of Engineering and Works with respect to the types of road signs which are permitted or not permitted. This report was prepared as a result of a direction from Council at its meeting of October 13, 1981.

   In his report, Mr. Taylor covers the philosophy of signing and signing practices as outlined by the regulations contained in the City of Mississuga's Traffic By-law, and Provincial regulations as prescribed in the Ontario Manual of Uniform Traffic Control Devices and by The Highway Traffic Act. In this connection he describes three categories of signs.

   (i) Regulatory signs which are enforceable and supported by local by-laws and The Highway Traffic Act. Ambulances, Police and Fire Department vehicles are exempted from some of these signs under the City's Traffic By-law. In addition, buses may be exempted from regulatory signs in certain instances and, when applicable, this is noted on the sign.

   (ii) Warning signs which are advisory and are not enforceable. A warning concerning their overuse is contained in the Ontario Manual of Uniform Traffic Control Devices.

   (iii) Information signs which include "guide" signs and highway markers for the benefit of through traffic, which are purely informative and have no legal implications.

   Signs for temporary conditions, i.e. construction and detour signs may fall into any of the above three categories.

   Mr. Taylor recommends:

   "That the report dated November 12, 1981, from the Commissioner of Engineering and Works, dealing with Road Signs Permitted or Not Permitted, be received.

   File: F.06.01.01

   RECOMMEND RECEIPT

2. Council, at its meeting on October 13, 1981, referred the entire matter of parking exemptions and the following motion proposed by Councillor L. Taylor, to the Public Works Committee for consideration:

> "THAT Traffic By-law #444-79, as amended, be amended to provide that the three-hour parking exemption on the north side of Mississauga Valley Boulevard from 60 meters west of Central Parkway East and a point 39 meters westerly thereof (in the vicinity of 1300 and 1320 Mississauga Valley Boulevard) be changed from "Anytime except 8:00 A.M./6:00 P.M. Monday/Friday inclusive" to "Anytime"."

Attached is a report dated October 5, 1981, from the Commissioner of Engineering and Works, which was considered by Council on October 13, 1981, in which he recommends:

> "That no change be made to the existing three hour parking limit exemption on Mississauga Valley Boulevard."

File: F.06.04.02

DIRECTION REQUIRED

3. Report dated December 3, 1981, from the Commissioner of Engineering and Works recommending the criteria to be used when evaluating requests for installation of sidewalks, as requested by the Traffic Safety Council at its meeting on June 17, 1981.

In his report, Mr. Taylor points out that the Traffic Safety Council's major criteria used when evaluating sidewalk requests should be safety of pedestrians. He then details the aspects used by his staff in the evaluation of requested sidewalks when preparing the list of sidewalks for consideration for Capital Budget discussions.

Mr. Taylor recommends:

(a) That the Engineering and Works staff evaluate all of the requests for sidewalk construction based on the following criteria, prior to sending same to the Traffic Safety Council:

    (i) Pedestrian volumes and ages during peak hours of pedestrian movement (usually for two hours during the peak period).

ITEM 3 CONTINUED...

(ii) Vehicular volumes and speeds on the subject section of road during the same peak period.

(iii) The existing road cross-section to determine the pedestrian vehicular separation and the pedestrian vehicular conflicts; that is, whether the roadway has an urban or rural type cross-section, width and condition of shoulder, width of boulevard, etc.

(iv) The nature of the surrounding area and the location of pedestrian generators and attractors such as schools, shopping plazas, Community Centres, transit facilities, churches, etc.

Further, the Engineering and Works Department staff provide the Traffic Safety Council with a written report on their findings, with a recommendation as to whether or not a sidewalk should be constructed and the appropriate year in which it could be accommodated based on the Engineering and Works staff's assessment of its priority within the total Sidewalk Programme.

(b) That the Traffic Safety Council review the recommendation of the Engineering and Works Department, based on whether or not there is a safety hazard present on the street and endorse or reject the Engineering and Works Department's staff recommendation.

(c) That General Committee make the final recommendation on whether or not a sidewalk is constructed and the year in which such work will be carried out.

(d) That the report dated December 3, 1981, from the Commissioner of Engineering and Works, with respect to the criteria to be used when evaluating requests for installation of sidewalks, be referred to the Traffic Safety Council prior to these recommendations being considered by General Committee.

File: F.06.03.03

RECOMMEND ADOPTION

4. Summary of Unfinished Business relating to the Public Works Committee as of December 7, 1981.

File: A.03.04.06

RECOMMEND RECEIPT

City of Mississauga

MEMORANDUM

To: Mrs. C. Dodds, Co-ordinator
Dept.: Public Works Committee

From: L.M. McGillivary
Dept.: Clerk's

October 14, 1981

Re: 1300 - 1320 Mississauga Valley Blvd.
On-Street Parking
File: F.06.04.02

Council, at its meeting on October 13, 1981, referred the entire matter of parking exemptions, in particular, the following motion, proposed by Councillor L. Taylor, to the Public Works Committee for consideration:

> THAT Traffic By-law #444-79, as amended, be amended to provide that the three-hour parking exemption on the north side of Mississauga Valley Boulevard from 60 metres west of Central Parkway East and a point 39 meters westerly thereof (in the vicinity of 1300 and 1320 Mississauga Valley Boulevard) be changed from "Anytime except 8:00 A.M./6:00 P.M. Monday/Friday inclusive" to "Anytime".

Enclosed herewith, copy of report dated October 5, 1981, from W.P. Taylor, Commissioner of Engineering & Works, with regard to this matter.

L. M. McGillivary
Deputy City Clerk

/dp

c.c. Mr. W. P. Taylor, Commissioner of Engineering & Works

FORM 146

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00207

1.

To The Chairman and Members of Public Works Committee
Dept. City of Mississauga

From William P. Taylor, P.Eng., Commissioner
Dept. Engineering and Works

P. W. DATE Dec. 11/81

November 27, 1981

REQUEST NO. 245-81
CLERK'S FILE NO. F.06.01.

LADIES & GENTLEMEN :

SUBJECT : Road Signs Permitted or Not Permitted.

ORIGIN : Council October 13, 1981.

COMMENTS : In this report we shall attempt to outline the use of the various traffic signs on the basis as to their legality and whether or not they are enforceable.

RECEIVED
REGISTRY No. 20601
DATE DEC 2 1981
FILE No. F.06.01.01
CLERK'S DEPARTMENT

Signs are divided into three categories :

1. Regulatory signs
2. Warning signs
3. Information signs

It is only those signs in category 1 - "Regulatory" - which are enforceable and which are supported by local municipal by-laws and the Highway Traffic Act.

Regulatory signs when used, indicate a traffic regulation which applies at any time or place unless otherwise specified on the sign and disregard constitutes a violation. These are classed in the following sub-categories :

Class Ra - Right-of-way control, i.e. Stop, Yield, Pedestrial control signing

Class Rb -
a) Speed control
b) Turn control
c) One-way traffic control
d) Passing control
e) Overhead lane designation
f) Parking control
g) Specific types of road users (heavy trucks)

continued ...

1. a

SUBJECT : Road Signs Permitted or Not Permitted.

COMMENTS :
continued ...

Category 2 deals with "Warning Signs" and when used they indicate in advance, conditions upon or adjacent to a street or highway that are potentially dangerous to the road user. Such conditions will require caution on the part of the driver and may necessitate a reduction in speed. These signs are not enforceable and are advisory in nature only.

The following is a quote from the Ontario Manual of Uniform Traffic Control Devices which serves to be a guideline in the use of Warning signs.

"The overuse of Warning signs will promote disrespect for these as well as other traffic control devices and the use of such signs should therefore, be kept to a minimum. Improved highway design will generally have the effect of reducing the need for Warning signs."

Warning signs are divided into the following categories :

a) Signs relating to roadway alignment
b) Signs warning of intersection conditions
c) Signs warning of specific roadway features such as hills, bumps or changes in roadway configuration
d) Signs warning of transition from divided highway operation to non-divided and vice versa
e) Signs warning of traffic regulations ahead
f) Signs warning of pedestrian activity
g) Signs warning of other hazards

In the third category - "Information Signs" - these signs are used primarily for the purpose of conveying needed information for through traffic. Through traffic can be considered as being made up essentially of vehicles having trip lengths of more than 80 km. and of vehicles having drivers who are not familiar with the area in which the trip is made.

They are basically divided into two groups :

a) Guide signs
b) Highway markers

Section a) Guide signs are divided into the following sub-classes :

i) Direction and Destination signs
ii) Roadway and Location Identification signs
iii) Off-road Services or Facilities signs
iv) Miscellaneous signs (not fitting into any of the above groups)

continued ...

SUBJECT : Road Signs Permitted or Not Permitted.

COMMENTS :
continued ...

Signs in this third category - "Information" - of course have no legal implications.

There is another section of signs for temporary conditions, i.e. "Construction and Detour Signing". These signs may fall into any of the preceding categories and are generally orange and black indicating a temporary condition. All regulatory signs used under temporary conditions are of the same size, shape and colour as specified in Category 1 for that particular sign and temporary by-laws may be passed for the control of traffic during construction periods to allow enforcement of the regulation implied by the sign.

Some examples of signs in common usage which are not enforceable but are advisory in nature only, are :

- Local Traffic Only (or Excepted)
- No Through Traffic
- Advisory speed tab under curve warning signs (usually black on yellow)

The only type of vehicle that is at times exempted from regulatory signing is "Buses" and when applicable this is always noted on the sign. Exemptions are not made for any other reason. Our Legal Department advises that if exemptions were made for any other reason, they could be attacked as discriminatory. The City's Traffic By-Law contains a provision which exempts certain classes of vehicles from provisions in the by-law, i.e. ambulances, Police and Fire Department vehicles and public emergency vehicles. The provisions which these vehicles are exempted from are :

- Stopping and Parking provisions
- Off-street municipal parking lot provisions
- Parking Meter control
- Fire Routes
- Heavy Trucks
- Load Restrictions

I trust this adequately covers the philosophy of signing and signing practices as outlined by the regulations contained in the City's Traffic By-Law, and Provincial regulations as prescribed in the Ontario Manual of Uniform Traffic Control Devices and by the Highway Traffic Act.

RECOMMENDATION : That this report dated November 12, 1981, dealing with Road Signs Permitted or Not Permitted, from the Commissioner of Engineering and Works Department, be received.

cc : E.M. Halliday

WPT:jb

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

2.

City of Mississauga

MEMORANDUM

FILE REF : 11 141 00011
13 211 00021
13 111 00003

To The Mayor and Members of General Committee
Dept. City of Mississauga

From William P. Taylor, P.Eng., Commissioner
Dept. Engineering and Works

P. W DATE Dec. 11/81

October 5, 1981

LADIES & GENTLEMEN :

SUBJECT : 1300 - 1320 Mississauga Valley Blvd. - On-street parking.

SOURCE : Verbal request from Councillor L. Taylor.

COMMENTS : The Engineering Department has been requested to consider amending the Traffic By-Law to exempt the three hour parking limit to "Anytime" from the current "Anytime except 8.00 am to 6.00 pm Monday to Friday incl."

18199

F.06.04.02.

There are a number of reasons this department is not in favour of exempting the three hour limit anytime; our response and comments are detailed in a memo to Councillor Taylor dated September 28, 1981, a copy of which is attached to this report for your information and consideration.

Complaints are being received from residents and Councillor T. Southorn with respect to the "Anytime" exemption on Gananoque Drive. There is no way the Parking Control Officers can ticket or tow abusers of the privilege under the existing legislation. For this reason and others outlined in the attached memo, the Engineering Department is not in favour of an "Anytime" exemption. There is absolutely no control.

RECOMMENDATION : That no change be made to the existing three hour parking limit exemption on Mississauga Valley Blvd.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.
cc : E.M. Halliday

! DIRECTION REQUIRED !

City of Mississauga

MEMORANDUM

12.a

FILE REF : 13 211 00021
13 111 00003

To Councillor L. Taylor — From William P. Taylor, P.Eng., Commissioner

Dept. Ward 4 — Dept. Engineering and Works

September 28, 1981

re : 1300 - 1320 Mississauga Valley Blvd

Further to your recent telephone conversation with Mr. J. Thomas of the Traffic Section, regarding the 3 hour parking limit exemption, I would like to make a few comments.

First, the original request from Stephanie Thomson of Peel Condominium Corp. No. 85 was for a night time exemption only and I attach a copy of her letter of January 22, 1980 indicating that.

Resolution #254 was adopted by Council on April 28, 1980 which was moved by yourself recommending the warrant prohibition exempting the three hour maximum limit "Anytime except 8.00 am to 6.00 pm Monday to Friday inclusive".

In dealing with your request to now alter the exemption to "Anytime", I would like to point out some areas to consider which may develop into problems.

We have recently received complaints about long term parking on Gananoque Drive, which is the only three hour exemption which reads "Anytime". Abuses of the privilege are occurring in this area and for this reason we have been requested to amend the legislation to cover night and weekendsonly which we have done.

I have concerns also about our ability to service and maintain this area with respect to street cleaning, but more specifically for winter maintenance. If an "Anytime" exemption was granted there could be virtually no time snow removal equipment could properly keep this area clean from snow during storms. This would make the use of this area limited and difficult.

I understand there are some shift workers who are encountering problems during the day time. I am wondering if alternate arrangements could not be made on site perhaps by using visitor spaces. Do these people not have a regular space on site which they can utilize, and how many people are involved. If

continued ...

FORM 145

2.6

the amendment you suggest is made then there will be no way we can control abuses such as cars or trailers being parked on the road indefinitely. Also we expect there will be difficulties in maintenance during severe weather conditions resulting perhaps in additional complaints.

As you requested I have prepared a draft resolution and by-law amendment. If you wish to further discuss this matter, I would be glad to do so in order that the problem can be resolved to the satisfaction of all concerned.

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday

WPT:jb

Att.

2.c

Peel Condominium Corporation No. 85
1300-1320 Mississauga Valley Blvd.,
Mississauga, Ontario

January 22, 1980.

By-Law Enforcement Office,
City of Mississauga,
City Centre Drive,
Mississauga, Ontario.

Attention: Mr. Charles Moore, Manager.

Dear Sir:

Re: 1300-1320 Mississauga Valley Blvd., - Parking

This will serve to confirm a meeting held in your offices at 6:30 p.m. on Monday, January 21, 1980. In attendance were the following: Charles Moore, Robert Little, Stephanie Thomson, Percy Weinberg and Paul Smith.

After a lengthy discussion regarding the existing parking problems at the above captioned property, it was resolved that parking (overnight) could alleviate some of the problem by utilizing the north side of Mississauga Valley Blvd. in that area stretching from Central Parkway to Arista Drive.

On behalf of the Board of Directors and the members of Peel Condominium Corporation No. 85, we, therefore, formally request that Council of the City of Mississauga give consideration to the lifting of the Three (3) Hour Parking Limit on Mississauga Valley Blvd. after 7 p.m. daily on the North side only.

In view of the seriousness of this matter, we are confident that you will give same your immediate attention.

Yours respectfully,

PEEL CONDOMINIUM CORPORATION NO. 85

Per: Stephanie Thomson, President.

cc: R. Little
L. Taylor
J. Kilgour

ADDRESS ALL CORRESPONDENCE TO: Board of Directors
Management Office
1320 Mississauga Valley Blvd

3.

City of Mississauga

MEMORANDUM

Files: 13 211 00214
17 111 81114

To: Chairman and Members of the Public Works Committee

Dept.: City of Mississauga

From: Mr. William P. Taylor, Commissioner

Dept.: Engineering and Works

P. W. DATE Dec. 11/81

December 3, 1981

SUBJECT: Criteria to be used when evaluating requests for installation of sidewalks.

ORIGIN: Traffic Safety Council.

COMMENTS: The Traffic Safety Council at its meeting of June 17, 1981, requested that the Commissioner of Engineering and Works prepare a report outlining criteria which can be used when evaluating the increasing number of requests for sidewalks which the City is receiving.

RECEIVED
REGISTRY No. 20794
DATE DEC 8 1981
FILE No. F.06.03.03.
CLERK'S DEPARTMENT

In general, the cost of installation of all the sidewalk locations recommended in any given year exceeds the funds allotted in the budget. Therefore, when considering the budget each year a number of recommended locations are deferred to the next year's budget considerations.

The Traffic Safety Council's major criteria used when evaluating sidewalk requests should be safety of pedestrians.

When staff is preparing a list of sidewalks for consideration for Capital Budget discussions the following aspects are evaluated:

1. Pedestrian volumes and ages during peak hours of pedestrian movement (usually for two hours during the peak period).
2. Vehicular volumes and speeds on the subject section of road during the same peak period.
3. The existing road cross-section to determine the pedestrian vehicular separation and the pedestrian vehicular conflicts; that is, whether the roadway has an urban or rural type cross-section, width and condition of shoulder, width of boulevard, etc.
4. The nature of the surrounding area and the location of pedestrian generators and attractors such as schools, shopping plazas, Community Centres, transit facilities, churches, etc.

...2

3.b

Subject: Criteria to be used when evaluating requests for installation of sidewalks.

RECOMMENDATIONS - cont'd.

4. That the report of the Commissioner of Engineering and Works dated December 3, 1981, be referred to the Traffic Safety Council prior to these recommendations being considered by General Committee.

AEM:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday

H.

PUBLIC WORKS COMMITTEE — SUMMARY OF UNFINISHED BUSINESS — Page 1

DATE: DEC. 11/81

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb.19/81 Planning Committee Mar. 3/81 Council Mar.9/81	Jan. 20/82	4
141-81	Eng. & Works	Installation of Traffic Control Devices Unnecessary Stop Signs	Public Works of May 21/81	Nov. 19/81	3
168-81	Eng. & Works	Sod Damage to Boulevards	Public Works of June 18/81	Nov. 19/81	2
230-81	Eng. & Works	2511 and 2717 Whaley Drive Frank & Michele Scappicio	Council - Sept.28/81	Nov. 19/81	0
240-81	Eng. & Works	Garbage Contractor not Distinguishing between refuse for Recycling and Refuse for Disposal	Public Works - Oct. 1/81	Nov. 19/81	0
241-81	Eng. & Works	Transportation of Hazardous Materials on Proposed Truck Routes	Public Works of Oct. 1/81	Nov 19/81	0
246-81	Eng. & Works	Sidewalk Installation on North Side of Burnhamthorpe Rd. Between Golden Orchard Dr. and Tomken Rd. (timing of construction of sidewalks along all major City roads and Regional roads)	Public Works - Oct. 1/81	Dec. 11/81	0
247-81	Eng. & Works	Use of YIELD Signs	Public Works of Oct. 1/81	Dec. 11/81	0

ITEM 1 CONTINUED...

(ii) Warning signs which are advisory and are not enforceable. A warning concerning their overuse is contained in the Ontario Manual of Uniform Traffic Control Devices.

(iii) Information signs which include "guide" signs and highway markers for the benefit of through traffic, which are purely informative and have no legal implications.

Signs for temporary conditions, i.e. construction and detour signs may fall into any of the above three categories.

Mr. Taylor recommended:

"That the report dated November 12, 1981, from the Commissioner of Engineering and Works, dealing with Road Signs Permitted or Not Permitted, be received.

It was moved by Councillor Marland that the report of the Commissioner of Engineering and Works be received and referred for information to the next Ratepayers' Seminar.

File: F.06.01.01 See Recommendation #59 (M. Marland)

2. Council, at its meeting on October 13, 1981, referred the entire matter of parking exemptions and the following motion proposed by Councillor L. Taylor, to the Public Works Committee for consideration:

"THAT Traffic By-law #444-79, as amended, be amended to provide that the three-hour parking exemption on the north side of Mississauga Valley Boulevard from 60 meters west of Central Parkway East and a point 39 meters westerly thereof (in the vicinity of 1300 and 1320 Mississauga Valley Boulevard) be changed from "Anytime except 8:00 A.M./6:00 P.M. Monday/Friday inclusive" to "Anytime"."

Attached to the agenda was a report dated October 5, 1981, from the Commissioner of Engineering and Works, which was considered by Council on October 13, 1981, in which he recommended:

"That no change be made to the existing three hour parking limit exemption on Mississauga Valley Boulevard."

ITEM 3 CONTINUED...

staff's assessment of its priority within the total Sidewalk Programme.

(b) That the Traffic Safety Council review the recommendation of the Engineering and Works Department, based on whether or not there is a safety hazard present on the street and endorse or reject the Engineering and Works Department's staff recommendation.

(c) That General Committee make the final recommendation on whether or not a sidewalk is constructed and the year in which such work will be carried out.

(d) That the report dated December 3, 1981, from the Commissioner of Engineering and Works, with respect to the criteria to be used when evaluating requests for installation of sidewalks, be referred to the Traffic Safety Council prior to these recommendations being considered by General Committee.

Mr. McDonald reviewed with the Committee the need for a procedure to assess the need, location and time scheduling on requests for sidewalk installations, and to designate the areas of responsibility for input on recommendation made to General Committee.

Mr. Kar moved the staff recommendation contained in the report from the Commissioner of Engineering and Works, the last one of which was that the Commissioner's report be referred to the Traffic Safety Council prior to the other recommendations being considered by General Committee.

File: F.06.03.03

4. Summary of Unfinished Business relating to the Public Works Committee as of December 7, 1981.

File: A.03.04.06 See Recommendation #61 (P. Kar)

RECEIVED

RECOMMENDATIONS: As per Report No. 10-81

ADJOURNMENT: 10:30 a.m.

Christine Dodds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE

DECEMBER 11, 1981
FILE: A.03.04.06

REPORT NO. 10-81

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its tenth report and recommends:

59. That the report dated November 12, 1981, from the Commissioner of Engineering and Works, dealing with road signs that are permitted or not permitted, be received, and referred for information to the next Ratepayers' Seminar.

(38-59-81) F.06.01.01

60. That no change be made to the existing three hour parking limit exemption on Mississauga Valley Boulevard.

(38-60-81) F.06.04.02

61. That the Summary of Unfinished Business relating to the Public Works Committee as of November 17, 1981, be received.

(38-59-81) A.03.04.06